CITY OF OCEANSIDE

GENERAL PLAN ELEMENTS

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PLANNING DEPARTMENT

MEMORANDUM

DATE: June 30, 2000

TO: Honorable Mayor and City Councilmembers

FROM: Steve Jepsen, City Manager

BY: Mike Blessing, Planning Director

SUBJECT: **REPORT OF THE OCEANSIDE GENERAL PLAN**

SYNOPSIS:

The City's General Plan consists of 10 Elements which continue to provide the support, framework and implementation strategies necessary for considering various planning and land use decisions that confront the City.

BACKGROUND:

California law requires that cities adopt a General Plan to guide decision-making. There are seven mandatory required elements for all cities including Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. Coastal cities may adopt their own Local Coastal Plan as Oceanside has done or they may give the coastal permitting authority to the State Coastal Commission. Cities with airports are required to have a land use plan prepared by the "Local Airport Planning Agency" in Oceanside's case SANDAG, and Oceanside has the Comprehensive Land Use Plan, Oceanside Municipal Airport.

Plans must be internally consistent and zoning and development activities must be found to be in conformance with and consistent with all aspects of the General Plan. State law does not mandate any time frames for Element updates except for the Housing Element, which must be reviewed every 5 years.

ANALYSIS:

This city's collection of General Plan Elements provide a policy framework for decision making that has served the City well during its peak growth periods, and with the ongoing implementation activities that deal with business district, neighborhood and corridor issues the plan can continue to successfully guide future activities.

General Plans are adopted for a variety of purposes and used in various ways. The elements of Oceanside's General Plan reflect this. Often a plan or an element will be very specific and precise, such as the City's Circulation Element, which sets forth-precise numbers, standards and even the width of streets.

Others are more general, establishing a framework for future implementation devices which in turn bring precision. Examples of these for Oceanside are the Environmental Resource Management Element (ERME) and the Noise Element. The ERME (adopted in 1975) was expanded upon in provisions of the Land Use Element text, which created the framework for the environmental review process we now use. The element also provided the base on which the Multiple Habitat Conservation Planning efforts are now evolving. The Noise Element (adopted in 1974) had a requirement for a Noise Ordinance to implement its provisions. That ordinance was adopted in 1990 and is now being used thoughout the City.

Occasionally a General Plan Element is adopted for a specific purpose, such as the Hazardous Waste Management Element, which was adopted to apply local controls and standards and to conform to San Diego County's similar element for siting facilities processing hazardous waste and materials.

This mix of focus has worked very well in a variety of areas. For example the Land Use Element text, adopted in 1986 and amended most recently in June of 2000, provides the neighborhood framework that is used frequently in decision making. Additionally the Land Use Element map has been amended and reviewed several times during the past ten years including a thorough review and inventory of Industrial Land Uses conducted in 1996 and 1997.

The City adopted a new Housing Element in March 2000 to cover the 5-year planning period from 1999-2004. That element contains several programs related to the City's General Plan including a program to examine several locations throughout the city for possible conversion to higher intensity residential land uses.

The Land Use Element provided the framework for the adoption of the updated Zoning Ordinance (comprehensively revised in 1988 and updated in 1995, 1997 and 1999) which provides a variety of techniques, especially in Part II, Overlay Zoning Districts, which the City has begun to use to do more localized, neighborhood oriented planning. In use for many years have been the Historic Overlay District provisions for the Mission Historic District, the Scenic Park Overlay District used for the area around Guajome Park the Equestrian Overlay District in the Jeffries Ranch area of the city as well as the Downtown "D" District which guides decisions in the downtown redevelopment project area.

As of this time the city is involved in a number of activities that relate to land use planning and implementation and which cover significantly large portions of the city. These efforts include the following:

- The Harbor Precise Plan Amendment
- The Multiple Habitat Conservation Planning Program
- The Local Coastal Plan Amendment for the Oceanside Beach Resort
- The El Corazon Master Plan and implementation strategies
- The Transit Oriented Development (TOD) Study for the Oceanside/Escondido rail corridor

Also relating to the General Plan and land use issues were efforts to streamline the development process with various ad-hoc committees including local business representatives and reviews by the Economic Development Commission. In addition, streamlined review measures related to the provision of childcare facilities and development of guidelines for the review of intensive agricultural operations in the city's Agricultural Zone (Morro Hills) are nearing completion. The City's ad-hoc committee on "D" District land uses is reviewing methods to encourage further tourism and entertainment type uses downtown while ensuring that undesirable uses do not overly concentrate downtown.

The Vision 2020 effort culminated in early 1999 with seven components to guide future decision making on a variety of community issues. The Planning Commission has reviewed several of those components thus far and has used the vision as a basis for land use decisions along the Highway 76 corridor. In addition, the Calle Montecito Revitalization Plan also was approved in 1998 and it provides a basis to stabilize and revitalize this neighborhood in the northeast area of the city. A similar effort in the Crown Heights neighborhood is currently underway and should be completed in 2001.

In summary, Oceanside's General Plan documents have provided a comprehensive framework for land use, the provision of public facilities and services to guide the decisions of the city. The additional work now underway on various studies and plans use the existing framework of plans and policies to continue to update the planning process in the City of Oceanside. Additional studies and fine-tuning for various neighborhoods, facilities and/or services will continue to provide policy guidance for local decisions into the future.

MB:pj

Attachment:

1. List of Oceanside General Plan Documents and related implementing documents

OCEANSIDE'S GENERAL PLAN ELEMENTS

ELEMENT	ADOPTED	COMMENT
Land Use Element	1986	Further implemented by Zoning Ordinance adopted in 1988 and last revised in 1999.
Circulation Element	1995 2000	Comprehensive update adopted in 1995. Updated / Revised 2000
Housing	2000	Adopted in March 2000 and covers a 5-year planning period from 1999-2004
Environmental Resource Management Element: Incorporates Conservation Open Space	1975	Also, the Environmental Resource Management Element was incorporated into the Land Use Element adopted in 1986, and established relationship with current California Environmental Quality Act procedures. Also underway now is the Multiple Habitat Conservation Planning effort.
Noise	1974	Implemented through Noise Ordinance adopted in 1990.
Public Safety Element	1975	Addresses the following areas of hazards: geologic, fire and flood. Generally aspects of these areas as well as additional public safety areas have been spelled out in greater detail in the Land Use Element adopted in 1986 and the Community Facilities Element adopted in 1990 and in the Emergency Operation Plan prepared by the Fire Department and adopted in 1997. The grading ordinance text updated in 1992 implements geologically sound solutions.

NON-REQUIRED ELEMENTS

Oceanside has also adopted several non-required elements:

ELEMENT	ADOPTED	COMMENT
Recreational Trails Element	1996 Re-affirmed in 1999	Provides non-motorized links in circulation element system to parks, open spaces and recreation uses and other activity centers throughout the city and region
Community Facilities Element	1990	Incorporates aspects of Public Safety Element and identification of community facilities and policies for water, sewer, parks, drainage, circulation, libraries, police, fire and other civic and public buildings.
Hazardous Waste Element	1992	Adopted as consistent with county element.
Military Reservation Element	1981	Enacted to facilitate the proposed annexation of Camp Pendleton in the early 1980's.

OTHER "PLANS"

PLAN	ADOPTED	COMMENT
Redevelopment Plan	Adopted in 1975	The Redevelopment Plan sets the basic land uses for the downtown project area and is implemented by local coastal and zoning amendments adopted in 1990-1991 establishing 15 sub-planning districts.
Redevelopment Marketing Action Plan	Adopted in 1994	Presents implementation strategies for the downtown area.
Certified Local Coastal Program Land Use Plan and Implementing Documents for coastal jurisdictions)	Approved by State Coastal Commission in 1985	Included the adoption of the Oceanside Harbor Precise Plan. This plan is now under revision by City using a community based public input process for the Harbor Beach area portion of the plan.
Comprehensive Land Use Plan, Oceanside Municipal Airport	1981 by City and SANDAG as regional airport planning agency	Updated Master Plan and EIR certified in 1996
Park and Recreation Master Plan	Comprehensive update adopted in 1996	Implements portions of Open Space and Conservation element and the Community Facilities Element.
Drainage Master Plan	Adopted in 1985	Implemented through conditions on project development and the Capital Improvement Plan.
Water and Sewer Master Plan	Adopted in 1999	Comprehensive Water and Sewer Master Plan
Integrated Waste Management planning documents required by State law	Adopted in 1992	Source Reduction Element Household Hazardous Waste Element both adopted as required by AB 993.
Fire Master Plan 2001	Adopted in 1994	Implements components of the Public Safety and Community Facilities Element.
Police Strategic Plan	Adopted in 1996	Implements components of the Public Safety and Community Facilities Elements.
Strategy for Economic Development	Adopted in 1997	Presents framework and action plans to guide economic growth.
Library Strategic Plan	Adopted in 1998	Presents framework and action plans for development of library services.
Calle Montecito Plan	Adopted in 1998	Presents a revitalization strategy for this neighborhood.
Vision 2020	Accepted in 1999	Presents framework for guiding future efforts based upon community input.
Mission Corridor Strategy	Adopted in 1999	Presents framework for development along "old" Mission Avenue.

City of Oceanside
Planning Frameworks

General Plan Elements:

Land Use, Circulation, Housing, Public Safety, Noise, Open Space, Conservation, Community Facilities; Recreational Trails

Implementing Documents	Master Plans	Strategic Plans
Local Coastal Plan	Park & Recreation	Fire Master Plan 2001
Redevelopment Plan	Drainage	Police Strategic Plan
Harbor Master Plan	Water & Sewer	Library Strategic Plan
Historic Guidelines	Integrated Waste Mgmt.	Economic Development Strategy
	Airport	Redevelopment Marketing Plan
		Mission Avenue Corridor

Zoning District regulations including Downtown Sub-Districts

Industrial Lands Inventory Analysis

Transit-Oriented Development Study (pending)

Vision 2020 Elements

Overarching Community Goals:

- Tourism / Entertainment / Recreation Focal Points:
  - Beach/Harbor / Downtown / Museums / Mission SLR
- Healthy Neighborhoods / Stability
- Corporate Industrial Image
- Multi-Modal Transit Hub
- Cultural Diversity Enhanced and Strengthened
- Fiscal Stability / Revenue Growth
- Plan for Forecasted 2020 Population and Employment Growth

Stabilization Strategies / Neighborhood Plans:

- Eastside / Balderrama / Chavez Center
- Crown Heights
- San Luis Rey / Mesa Margarita
- Calle Montecito Plan / Libby Lake Resource Center

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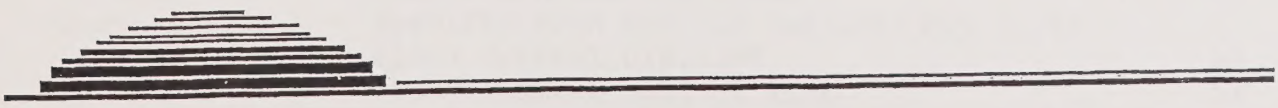
CITY OF OCEANSIDE

LAND USE ELEMENT



CITY OF OCEANSIDE

LAND USE ELEMENT

Prepared by:

CITY OF OCEANSIDE
Planning Department

Approved by:
Planning Commission
Resolution No. 86-P61 7/7/86

Adopted by:
City Council
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Updated Text - June 22, 2000

CITY OF OCEANSIDE

LAND USE ELEMENT

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CHAPTER ONE

COMMUNITY ENHANCEMENT

Goal:

The consistent, significant, long-term preservation and improvement of the environment, values, aesthetics, character and image of Oceanside as a safe, attractive, desirable and well-balanced community.

Policy:

A. The goals, objectives and policies of the City of Oceanside's General Plan shall direct the City in determining the location, type and timing of improvements within the City.

Implementation Programs:

1. The City shall undertake the preparation of a "Community Appearance Ordinance" to assure a reasonable quality of cleanliness and maintenance on all property within the City.

2. A Citywide "Streetscape Master Plan" shall be prepared to provide specific direction for the beautification of all major streets as identified on the "Master Street Plan" and various local streets.

ARTICLE 1.0
IMPLEMENTATION OF THE LAND USE ELEMENT

SECTION 1.01. GENERAL PLAN CONSISTENCY

Objective:

To ensure all projects are consistent with General Plan.

Policy:

A. Tentative Maps, Development Plans, and Conditional Use Permits approved prior to the adoption of this Element and exercised thereafter without modification, revision, amendment, or extension shall be considered consistent with this Element.

SECTION 1.02. GENERAL PLAN REVISION

Objective:

To assure a proper and annual review of the Oceanside General Plan.

Policy:

A. The Planning Department shall, before the end of each fiscal year prepare a "General Plan Annual Report" summarizing the City's performance in meeting the goals and objectives within the General Plan, and suggest possible refinements of the General Plan.

Implementation Programs:

1. The City shall initiate as necessary, through Council Resolution, proposed revisions to the General Plan. A General Plan Amendment process shall be established to accomplish a systematic review.

2. The City shall revise the "Comprehensive Zoning Ordinance" to bring that document into conformance with the City's General Plan Land Use Element.

ARTICLE 1.1
COMMUNITY VALUES

Objective:

To ensure the enhancement of long-term community and neighborhood values through effective land use planning.

Policies:

A. Land uses shall be attractively planned and benefit the community.

B. Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses.

C. The City shall analyze the long-term effects of all proposed development to assure both the present and future social, economical and physical enhancement of the community.

D. The City shall support and encourage the fulfillment of widespread neighborhood community values.

E. The development of storage tanks, distribution terminals, emission control systems, pumping stations, service yards, transportation facilities, pipelines or any other facilities supporting off-shore oil and gas drilling operations shall be prohibited.

Implementation Program:

1. The City shall survey or gather a consensus of neighborhood and community values annually. That survey shall be included within the City's "General Plan Annual Report".

SECTION 1.11. BALANCED LAND USE

Objective:

To develop and use lands for the long-term provision of a balanced, self-sufficient and efficient community.

Policies:

A. The City shall establish and enforce a balanced distribution of land uses to organize the City in a hierarchy of activity centers and land use so as to foster a sense of neighborhood, community and regional identity.

B. The City shall analyze proposed land uses for assurance that the land use will contribute to the proper balance of land uses within the community or provide a significant benefit to the community.

C. The City shall continuously monitor the impact and intensity of land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity.

Implementation Program:

1. The City shall determine the amount, acreage and type of existing and potential land uses annually. This information shall be presented within the "General Plan Annual Report" and shall assist the City in defining and determining the proper balance of land use.

SECTION 1.12. LAND USE COMPATIBILITY

Objective:

To minimize conflicts with adjacent or related land uses.

Policies:

A. Adequate setbacks, buffering and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses.

B. The use of land shall not create negative visual impacts to surrounding land uses.

C. The use of land shall not subject people to potential sources of objectionable noise, light, odors and other emissions nor to exposure of toxic, radioactive or other dangerous materials.

Implementation Program:

1. A land use/zoning compatibility matrix shall be developed to define levels of zoning compatibility with land use designations.

SECTION 1.121. LAND USE COMPATIBILITY WITH ADJACENT JURISDICTIONS OR RESPONSIBLE AGENCIES

Objective:

To assure appropriate land use compatibility is maintained between Oceanside and adjacent jurisdictions or responsible agencies.

Policies:

A. Oceanside shall formally notice adjacent jurisdictions of proposed land uses or developments that may affect an adjacent jurisdiction.

B. Oceanside shall formally notice responsible agencies of proposed land uses or developments that may affect an agency's program or responsibilities.

C. To provide for proper land development or land use compatibility the City shall, wherever possible, take appropriate action on proposed land uses or development to address the concerns of adjacent jurisdictions or responsible agencies.

D. The City shall formally reply to an adjacent jurisdiction's notice of proposed land development or land use to assure responsible and appropriate land use and infrastructure compatibility is maintained.

SECTION 1.13. NEIGHBORHOOD CHARACTER

Objective:

To promote and reinforce the unique and positive attributes of individual neighborhoods of Oceanside while strengthening City-wide goals, involvement and identity.

Policies:

A. The area between Ivy Road and Vista Way and between Jefferson Street and El Camino Real, shall address the specific development standards and requirements for subdivision and development of land to create single-family residential developments fronting and taking access on Ivy Road and professional and office developments fronting and taking coordinated access on Vista Way.

B. The area which includes the Fire Mountain single-family residential district shall ensure that the rustic and rural nature of the district is preserved and enhanced. A key to this objective is providing for:

   1) minimum lot sizes of 10,000 square feet or greater,
   2) view preservation, and
   3) extensive landscaping.

C. The area surrounding Mesa Drive east of El Camino Real shall ensure and define a buffer between the existing residential area on the north side of Mesa Drive and the industrial area to the south.

D. An open space buffer of appropriate width shall be required to separate residential developments from industrial developments on the south side of Oceanside Boulevard.

E. All existing property and future subdivided lots taking access on Stallion Drive shall be determined to be located within the Estate A (.5-.9 du/ac) Residential Land Use Designation.

F. The property containing approximately fifty and one half (50.5) acres located directly west of the intersection of El Camino Real and Vista Oceana shall be developed in a manner which minimizes adverse impacts to the surrounding residential areas. To this end, the following restrictions shall be applied to future subdivisions and/or developments of the property:

   1) Dwelling unit types shall be limited to single-family detached homes, either Single Unit-Conventional or Single Unit-Variable as defined in Section 2.34 of this Element.

   2) The maximum number of dwelling units shall not exceed one hundred seventy (170) units.

3) Large open space areas shall be maintained along the perimeter of the property.

G. The area bounded by Horne Street, Weitzel Street, Center Avenue, Michigan Street, Freeman Street and Missouri Street (otherwise referred to as the 300 block of Townsite Central) shall be limited to maximum allowable units on the typical 5,000 square foot lot to three (3) units. Also, developments shall be limited to a triplex design in nature to ensure compatibility with the surrounding neighborhood.

*H. For lands within the Loma Alta, Fire Mountain and South Oceanside Neighborhood Planning Areas which are designated Estate B (1 - 3.5 dwelling unit/acre) and with the corresponding zoning of RE-B, a minimum lot size of 10,000 square feet as defined in the Zoning Ordinance shall be considered consistent with the underlying Land Use Designation of Estate B Residential.

Implementation Programs:

1. Coordinated monuments and/or entrance landscaping shall be developed at major entrance points to each neighborhood area, wherever possible.

2. The City shall prepare and adopt "Community Plans" to provide neighborhood implementation of Citywide policies.

The proposed Community Plan Areas are depicted on Diagram 1.13 1 of 2.

Conceptual Neighborhood Areas within the Community Plan Areas are depicted on Diagram 1.13 2 of 2.

*Addendum to Land Use Element Text, GPA-11-88
City Council Resolution No. 88-273 (12-7-88)

SECTION 1.14. NOISE CONTROL

Objective:

To improve the quality of Oceanside's environment by minimizing the negative effects of excessive noise levels.

Policies:

A. Noise emissions shall not reach levels which pose a danger to the public health.

B. Noise emissions shall be controlled at the source where possible.

C. Noise emissions shall be intercepted by barriers or dissipated by space where the source cannot be controlled.

D. Noise emissions shall be reduced from structures by the use of sound-proofing where other controls fail or are impractical.

E. Acceptable noise levels shall be demonstrated by the applicant in the review and approval of any projects or public or private activities which require a permit or other approval from the City.

F. Greater than normal open space separation may be required between residential developments and secondary arterials or higher rated roadways, railroad right-of-way and other noise or nuisance-producing land uses. This may be accomplished by either vertical and/or horizontal open space separation. The separation should be enhanced by decorative walling and extensive landscaping.

G. Any proposed changes to the Land Use and Circulation Elements of the General Plan shall require review and consideration of the potential impacts on noise levels.

Implementation Program:

1. The City shall update the Noise Element, undertake an implementation program to establish acceptable levels of noise for land use types and create a noise ordinance for effective enforcement.

SECTION 1.15. PUBLIC SAFETY

Objective:

To ensure an acceptable level of public safety for the prevention and reduction of loss of life and personal property of the citizens and visitors of Oceanside.

Policies:

A. The City shall continually evaluate the acceptable level of risk to the public health, safety and general welfare, and adjust policies accordingly.

B. The City shall provide available information, and encourage education of seismic, geologic, fire, flooding, and other hazards.

SECTION 1.151. RISK SENSITIVITY OF LAND USE

Policy:

A. The City shall consider the type of land use in determining acceptable levels of risk from seismic and geologic hazards. The Public Safety Element shall serve as a guide for this determination.

SECTION 1.152. SEISMIC AND GEOLOGIC HAZARDS

Policies:

A. The City shall consider seismic and geologic hazards when making land use decisions, particularly in regards to risk sensitive land uses as defined in the Public Safety Element.

B. High risk land uses, as defined in the Public Safety Element should be prohibited from areas of high seismic or geologic hazard.

C. The City shall regulate land uses within areas highly susceptible to seismic and geologic hazards.

D. The City shall require expanded soils and geologic testing and necessary engineering precautions when deemed necessary to reduce risks to acceptable levels. Wave action, erosion, and geotechnical reports shall be required as determined necessary.

SECTION 1.153. FIRE HAZARDS

Policies:

A. The City shall maintain the necessary equipment, personnel and water supply levels to provide a Class 4 or better insurance rating to the entire City.

B. Places of public assembly shall be designed with adequate, well-marked emergency exits, and have public address systems which would not be rendered inoperable because of fire.

SECTION 1.154. LANDFILL SAFETY

Policy:

A. Any proposed structure adjacent to or surrounding a previous landfill site must be investigated by the applicant to determine whether protection from landfill gas or geotechnical instability is needed.

Implementation Program:

1. The City shall revise the Public Safety Element of the General Plan to provide detailed policy and implementation programs for the preservation of the public's safety. The City shall utilize existing environmental impact and soils reports in revising the Public Safety Element.

SECTION 1.16. HOUSING

Objective:

To ensure that decent, safe and sanitary housing is available to all current and future residents of the community at a cost which is within the reach of the diverse economic segments of Oceanside.

Policies:

A. The City shall strive to maintain a reasonable balance between rental and ownership housing opportunities, between senior and family housing, and encourage a variety of individual choices of tenure, type and location of housing throughout Oceanside.

B. The City shall strive to produce opportunities for decent and affordable housing in a pleasant environment for all of Oceanside's citizens.

C. The City shall ensure that housing is developed in areas with adequate access to employment opportunities, community facilities and public services.

D. The City shall encourage development of a variety of housing opportunities, with special emphasis on providing:

    1) A broad range of housing types, with varied levels of amenities and number of bedrooms;

    2) Sufficient rental stock for all segments of the community, including families with children; and

3) Housing which meets the special needs of the elderly and the handicapped.

E. The City shall protect, encourage and where feasible, provide housing opportunities for persons of low and moderate income.

Implementation Program:

1. The City of Oceanside 2000 Housing Element contains more specific policy statements and programs for the implementation of these overall policies.

SECTION 1.17. PUBLIC FACILITIES MANAGEMENT

Objective:

To provide a consistent and high level quality of public services and facilities to the residents of the City.

Policies:

A. Residential, commercial and industrial development throughout the City shall be coordinated to ensure that adequate public services and facilities are provided to serve future development.

B. Land uses and development review applications that are inconsistent with the capability of any public service agencies to provide cost-effective services shall not be approved.

C. Major extensions of services or utilities to facilitate land use change shall not be approved without a thorough review of all social, economic, and environmental factors and appropriate mitigation measures implemented, if necessary.

D. Compact and in-fill development should be encouraged to concentrate expenditures for public services.

Implementation Program:

1. The City shall prepare and adopt a new Community Facilities Element of the General Plan during fiscal year 1986-87 to ensure that a consistent service level is maintained and continued and that financing mechanisms are analyzed and developed to accomplish these objectives.

ARTICLE 1.2
SITE DESIGN

Objective:

To provide high-quality site design, all proposed land development projects shall take advantage of natural or manmade environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility.

Policies:

A. The placement of all proposed structural components, landscaping, access ways, etc. shall be oriented on the site in such a manner to maximize.

1) Interior building absorption and retention of solar energy during appropriate seasons and times of day; and the access to sunlight for potential solar energy collection; and

2) The even circulation of natural breezes between and through all buildings; and

3) The quality of view and vistas from the site to the surrounding environment; and

4) The quality of views and vistas of the site from surrounding land uses; and

5) The public safety by eliminating designs that may harbor or hide detrimental activities.

B. A combination of deep landscaped setback areas, berms and decorative sound attenuation walls shall be required where developments abut major or intense transportation corridors.

C. New development or land uses shall provide coordinated site design wherever possible with existing or proposed adjacent land uses to provide complimentary site design, unified circulation access, and joint use of ancillary facilities.

D. Street hardware including but not limited to:

- mailboxes or multiple box units (MBU's)
- bus shelters, bike racks, benches, etc.
- fire hydrants
- utility poles and boxes
- street lighting

- parking meters
- road signage
- and other ancillary facilities

shall not detract, but shall enhance, the streetscape and adjoining land uses and community.

E. The City shall encourage the use of multiple mailbox units in attractive landscaped settings.

F. The City shall encourage plans that maximize convenient, safe, and efficient design features for future residents of the project.

G. All developments shall design parking areas to maximize efficiency, safety, convenience and open space.

Implementation Programs:

1. The City shall provide coordination of City site design standards.

2. The City shall prepare illustrated site design guidelines.

SECTION 1.21 COMMON OPEN SPACE

Objective:

To provide and maintain common open areas for a wide range of uses.

Policies:

A. Common open space must be accessible and useable by potential users of the common open space.

B. Common open spaces within a project site shall be contiguous, unless it is found that segregation of the area and type of open space uses better serve the purposes of the General Plan and the project site.

C. Where feasible, common open space shall be integrated with adjacent common or public open spaces, trails or bicycle transit systems to promote an open space or trails network throughout the City.

SECTION 1.22. LANDSCAPING

Objective:

The enhancement of community and neighborhood identity through landscaping requirements that frame and soften the built environment consistent with water and energy conservation.

Policies:

A. Existing mature trees shall be retained wherever possible.

B. Mature trees removed for development shall be mitigated by replacement with an appropriate type, size and number of trees.

C. Drought-tolerant materials, including native California plant species, shall be encouraged as a landscape type.

D. The City shall preserve, enhance and perpetuate the positive historic landscapes of Oceanside as identified in the City's "Comprehensive Historic and Architectural Resources Survey".

E. The City shall encourage the inclusion of green belts and common open space for pedestrian use in residential developments.

F. A buffer of landscaping shall be required between the built environment and lands left in a natural or open state. The landscape buffer shall be of sufficient size and shall use plant materials that will retard the spread of wild fire.

SECTION 1.23. ARCHITECTURE

Objective:

The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.

Policies:

A. Architectural form, treatments and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.

B Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale and/or pattern.

C. Elevations, floor plans, perspectives, lines-of-sight, material boards and other such displays and exhibits shall be provided as necessary to ensure compliance with General Plan policies.

SECTION 1.24. TOPOGRAPHIC RESOURCES

Objective:

To ensure that development preserves and enhances the unique beauty and character of the City's natural topographic features and does not contribute to slope instability, flooding or erosion hazards to life and property.

Policies:

A. Lands designated for industrial and commercial development may require significant alteration of the terrain to ensure their viability. Therefore, it is recognized that the ability of such projects to fulfill the policies contained below will be limited.

B. Lands considered to possess significant natural topographical features shall be preserved and integrated into project designs. Such lands include natural slopes of twenty percent (20%) or more with a minimum elevation differential of fifty (50) feet; major canyons and/or water courses; significant rock outcroppings, trees and native vegetation.

C. Grading permits shall not be issued until all appropriate discretionary actions by the City and other responsible agencies approving the development have been granted.

D. The term "natural slope" shall also apply to any man-made or altered slope which, over a period of years, revegetation and/or erosion has made indistinguishable from the natural terrain.

E. Structures shall be designed to adapt to hillside conditions.

F. Excessive cut and fill grading to create standard prepared pads shall be prohibited.

G. Where grading is required, flat planes and sharp angles of intersection with the natural terrain shall be avoided.

H. Slopes shall be rounded and contoured to blend with the existing topography, unless on an individual site, this practice would diminish open space or significant natural features of the site.

I. The structural quality of the soil and geologic conditions shall be incorporated into the site design and determine the method and type of construction. Slope stability shall be ensured during and after construction.

J. The natural drainage system shall be maintained to the maximum extent feasible. Potential hazards of flooding, erosion and sedimentation shall be reduced by designing the site drainage system to accommodate the existing upstream storm runoff and to coordinate with existing downstream conditions.

K. Vehicular access to intermittent and perennial streams shall be controlled through project design.

L. Setbacks from stream banks shall be established in the project design to maintain the health and usefulness of the watercourse for the benefit of the public.

M. The amount of impervious surfacing shall be limited and shall be designed to support the natural drainage system.

N. Roadways shall be designed and located to avoid excessive cut and fill, surface disturbance and to respect the existing topography.

O. Parking areas shall adapt to the topographic character of the site.

P. Site disturbance shall be limited to the minimum area necessary as construction proceeds.

Q. Groundcover shall be re-established as early as possible as construction proceeds.

R. Topsoil from excavated areas shall be stockpiled for reuse on the site where appropriate.

S. The clustering of residential units to preserve natural topographic features shall be encouraged provided:

    1) It has been clearly and distinctly demonstrated that the residential cluster provides the most appropriate design to ensure preservation of the topographic resources.

2) The net density (excluding common open spaces) of each residential cluster does not exceed the maximum potential density permitted within the land use designation.

3) The dwelling units of the residential cluster are consistent with the land use designation.

4) The common open areas are well integrated within the boundaries of the residential cluster and provide equitable access to all residents.

5) Residential clusters are confined to relatively small areas and separated by inter-linking open space areas to provide visual and spatial relief from continuous urban development.

SECTION 1.25. UNDEVELOPABLE LANDS

Objective:

To enhance the community welfare and increase public safety through:

1. preservation of significant natural resources, or

2. the provision of adequate building setbacks from natural hazards.

Objective:

To ensure that the proposed development on the developable area of a site is compatible with surrounding developments within the same land use designation.

Policies:

A. Lands considered undevelopable shall be unbuildable and shall not be included in density calculations which define the development potential on a site. Undevelopable lands include slopes in excess of forty percent (40%) with a minimum elevation differential of twenty-five (25) feet and riparian corridors or associated vegetated areas of:

1) river,
2) intermittent or perennial streams, or
3) lakes

As a minimum, riparian corridors shall include channelways and banks.

B. Since land use patterns and developments are long-term features, lands on which significant natural hazards are likely to occur within the economic life of the proposed use shall be evaluated for their developability. The City may require studies, mitigation measures and/or hazard setbacks to fulfill this policy.

C. The following criteria governs the applicability of Section 1.25, Undevelopable Lands:

1) The method of determining the developable portion of a project site shall apply to all applications requiring discretionary action, including Specific Plans, Tentative Maps, Development Plans, Conditional Use Permits, Variances and Coastal Development Permits and to areas requesting a grading permit outside the discretionary process.

2) All approved and legally valid Tentative and Final Maps, Tentative Parcel Maps, Development Plans, Conditional Use Permits and Variances, and existing recorded residential lots shall not be subject to the provisions of this policy.

3) Specific Plans approved prior to the existence of this policy are not exempted. All previously approved discretionary projects which are eligible and under review for a time extension, revision or amendment are subject to the provisions of this policy.

4) Modification of serious erosion gullies in excess of forty percent (40%) slope, which in the City Engineer's opinion must be altered in order to remedy unsafe and unstable conditions, shall be allowed. If as a result of this work the area of the erosion gullies is modified to slopes less than forty percent (40%), this area may be used in the calculation of the development potential of land at the discretion of the Planning Commission or City Council.

5) For the purposes of determining riparian areas, all such areas including artificially created agricultural lakes, water retention basins and ponds shall be considered undevelopable for density calculation purposes. The City shall consult with all appropriate agencies through the environmental review process for assistance in the determination of riparian habitat areas.

6) As a basic information requirement for projects in hillside areas, an accurate and recent topographical map with minimum five (5) foot contour lines shall be submitted by the applicant at a scale of at lease one inch equaling two hundred feet (1" = 200'). Such a map shall clearly depict areas between twenty percent (20%) and forty percent (40%) slope and areas with slopes over forty percent (40%). Any other information as required by the City's Hillside Ordinance shall also be submitted with a project's application.

7) Parcels of land which become virtually undevelopable as a result of applying these development potential policies may, at the discretion of the Planning Commission or City Council as applicable, be granted an exception to the strict adherence of these policies through one of the following methods:

   (a) A limited transfer of development rights to an adjacent and/or a suitable area provided that it can be found that the "host" area can adequately absorb all of the impacts associated with that transfer and the overall high density range of the host area is not exceeded.

   (b) An exception from, or a modification to the specific requirements of these policies may be granted upon a finding that (1) such exception or modification fulfills the overall objective, purpose, and intent of these policies, and (2) the exception or modification demonstrates a superior and more compatible relationship to pre-existing surrounding uses, as well as to land use categories.

Implementation Program:

The City shall undertake a program to map all riparian corridors and generalized areas in excess of forty percent (40%) slope and between twenty percent (20%) - forty percent (40%) slope.

ARTICLE 1.3
SPECIAL MANAGEMENT AREAS

Objective:

To provide special management of sensitive historical, cultural, recreational and environmental areas and areas with unique planning considerations within the City.

SECTION 1.31. AIRPORT INFLUENCE AREA

Objective:

To maintain and enhance the current and future operations of the Oceanside Municipal Airport. Oceanside desires to pursue the airport's growth as a modern general aviation facility as defined by the Federal Aviation Agency (FAA) Guidelines with the potential for short haul service. Airport growth should occur in a manner which maximizes airport and general public safety by ensuring that surrounding land uses are compatible with airport operations.

Policies:

A. The City shall protect the airport for corporate and recreational aviation and shall not permit its use to support off-shore oil and gas drilling facilities.

B. The airport overlay encompasses the entire airport influence area as defined by the Comprehensive Land Use Plan (CLUP) adopted by SANDAG in 1981 and depicted on the General Plan Land Use Map (see diagram 1.31).

C. The data, methodology, guidelines, policies and plan recommendations of the CLUP are fully a part of the airport overlay.

D. The establishment of flight activity zones (or clear zones) at the end of runways, height limitations in approach departure corridors and the appropriate regulations of land use shall be guided by the findings and recommendations of the CLUP.

E. The City shall encourage the development of land uses within the airport overlay which are compatible with general aviation operations.

F. The City shall ensure that flight activity zones (clear zones) are maintained in association with the airport runway.

G. Where existing or potential land uses are found to be incompatible with airport operations the City shall establish, where practical, an equitable "off-setting" benefits package for uses which should be modified or phased out completely.

H. The City shall promote a positive image of the airport and the community as a whole through preparation of development standards which stress quality building and landscape design features.

I. The City shall ensure compliance with California noise standards for both existing and planned future residential uses within the airport overlay. The following shall be adhered to:

1) Compliance with operative City codes and California noise standards if remodeling, conversions or additions are made which require a building permit.

2) Proposed residential development should be designed and located in such a fashion that natural topography, screening techniques, building setbacks, floor plan arrangements, and other relevant factors have all been utilized to the greatest extent possible in order to minimize noise impacts.

3) Proposed residential development shall not be approved unless appropriate aviation easements are granted as a condition of approval.

J. In recognition of the fact that residential and other airport sensitive uses proposed outside of the airport overlay area may be impacted by airport operations, the City shall require the granting of appropriate aviation easements as a condition of approval for projects in the general area bounded on the north by Camp Pendleton, on the east by El Camino Real, on the south by Mission Avenue and on the west by the Oceanside Harbor.

L. In recognition of several planned major public facility projects which are within the airport overlay and will provide benefits to the airport as well as the entire City, the City shall ensure that land use decisions and proposed regulations do not preclude or hinder the timely and cost effective completion of these vital public facility projects.

Implementation Program:

1. The City shall prepare an "Airport Master Plan" to provide detailed guidance for actions relating to the Oceanside Municipal Airport.

SECTION 1.32. COASTAL ZONE

Objective:

To provide for the conservation of the City's coastal resources and fulfill the requirements of the California Coastal Act of 1976.

Policy:

A. The City shall utilize the certified Local Coastal Plan and supporting documentation for review of all proposed projects within the Coastal Zone (see diagram 1.32). Specifically, the goals and policies of the Local Coastal Program Land Use Plan shall be the guiding policy review document.

SECTION 1.321. SAN LUIS REY RIVER SPECIFIC PLAN

Objective:

To provide a comprehensive land use plan for the coastal portion of the San Luis Rey River which will:

A. Become an adjunct and refinement to the City's General Plan, intended to coordinate planning activities of the City, Redevelopment Agency, private landowners and various governmental agencies;

B. Serve as a certifiable component of Oceanside's Local Coastal Program; and

C. Provide management policies and development criteria to guide future actions in the coastal portion of the river area.

(See diagram 1.321)

SECTION 1.3211. ACCESS AND RECREATION AND VISITOR SERVING FACILITIES

Policy:

The City shall maximize public access in the Coastal portion of the San Luis Rey River and environs consistent with natural resource values.

SECTION 1.3212. SENSITIVE HABITATS

Policy:

The City shall protect, maintain and enhance existing sensitive habitats.

SECTION 1.3213. WATER QUALITY

Policy:

The City shall maintain, enhance and where feasible, restore water resources.

SECTION 1.3214. NEW DEVELOPMENT, DESIGN CRITERIA AND PERFORMANCE CRITERIA

Policy:

New development shall be sited and planned in a manner which utilizes the locality of the San Luis Rey River to the fullest, but retains the aesthetic and resource values present.

SECTION 1.3215. HAZARDS

Policy:

The City shall protect the public safety and welfare in areas of natural flood or geologic hazards.

SECTION 1.3216 IMPLEMENTATION OF THE SAN LUIS REY RIVER SPECIFIC PLAN

Policies:

A. The City shall require all private developments in the San Luis Rey River Specific Plan study area to submit a Development Plan for City approval, unless a Conditional Use Permit is already required.

B. The City shall develop a phasing and funding program. These programs would establish:

    1) The priority and sequence of proposed acquisitions and public developments.

    2) Proposed funding sources for public improvements (e.g., grant funds, other agency funds, developer contributions, or City funds).

    3) Cost estimates for specific improvements, to enable capital facilities budgeting.

C. The City shall establish the development of a monitoring and maintenance program to periodically:

1) Review the condition of the San Luis Rey River and assure the correct implementation of the San Luis Rey River Specific Plan; and

2) Review Specific Plan adequacy in light of changing conditions and needs.

Implementation Program:

1. The San Luis Rey River Specific Plan contains more specific policy statements and programs for implementation of these policies.

SECTION 1.322. HARBOR DISTRICT

Policies:

A. The adopted Oceanside Small Craft Harbor Precise Plan and Oceanside Harbor Design standards shall guide development and land use within the Harbor District (see diagram 1.322).

B. The City shall not support the use of the Camp Del Mar Basin for facilities supporting off-shore oil and gas drilling operations.

SECTION 1.33. HISTORIC AREAS AND SITES

Policy:

A. The City shall utilize adopted criteria, such as the "Mission San Luis Rey Historic Area Development Program and Design Guidelines," to preserve and further enhance designated historic or cultural resources (see diagram 1.33).

SECTION 1.34. SPECIFIC PLAN FOR THE SAN LUIS REY RIVER FLOOD CONTROL DISTRICT

Objective:

To implement, in a timely manner, the San Luis Rey River Specific Plan flood control project for the purpose of the protection of life and property from flood damage, preserving environmental quality and promoting the economic well-being of the community.

Policies:

A. Prohibit new construction within the flood channel, ponding areas and mitigation areas shown on diagram 1.34, and limit construction in the flood overflow and development precluded areas to flood compatible uses.

B. As part of the City's discretionary review process, require all new developments in and adjacent to the river channel to grant land in fee title and construct improvements in accordance with the Corps of Engineer's Flood Control Plan.

C. Work closely with the Corps of Engineer's during the advance engineering and design phase to minimize project costs wherever feasible and consistent with engineering design and environmental criteria.

Implementation Program:

1. The Specific Plan for the San Luis Rey River Flood Control Project contains specific policy statements and programs for implementation of these overall policies.

SECTION 1.35. REDEVELOPMENT PROJECT AREA

Objective:

To promote the long-term viability and rejuvenation of the redevelopment area consistent with the overall policies and improvement of the City.

Policy:

A. The Downtown Redevelopment Project Area (see diagram 1.35) shall be implemented by the Redevelopment Plan. This plan shall be implemented by the Oceanside Community Development Commission, consistent with City policy and the General Plan.

SECTION 1.36. SPECIFIC PLAN/RESIDENTIAL DENSITY TRANSFER

Specific plans serve as the land development guidance system for certain areas within the City.

Certain specific plans within the City contain areas of residential land use designations which do not fit within the City's residential density ranges.

In these specific plans, residential densities are transferred from one location to another within the boundaries of the specific plan.

The City has three specific plans with such residential density transfer mechanisms. They are:

1.361 Rancho Del Oro -

1. Rancho Del Oro Specific Plan and Development Agreement: File number S-1-84, adopted by Resolution No. 85-238 (see diagram 1.361).

1.362 Del Oro Hills

2. Del Oro Hills Specific Plan and Planned Residential Development Master Plan: File number S-2-84, adopted by Resolution 85-14 (see diagram 1.362).

1.363 The Sterling Property

3. The Sterling Property Specific Plan: File number S-3-84, adopted by Resolution 86-03 (see diagram 1.363).

A careful examination of these adopted specific plans is necessary to clarify the exact amount and type of land uses planned for various areas within the specific plan boundary.

Implementation Program:

1. The City shall annually update the General Plan to identify developments approved under Specific Plans with residential density transfer mechanisms.

SECTION 1.37. GUAJOME REGIONAL PARK SPHERE OF INFLUENCE

Objective:

To protect the valuable natural and cultural resources of Guajome Regional Park by insuring that future development in areas adjacent to or visible from Guajome Regional Park will be compatible with its recreation and scenic areas.

Policies:

A. The City shall recognize the sphere of influence boundary line established by the Cities of Oceanside and Vista, the Board of Supervisors of San Diego County and the Guajome Regional Park Area Planning and Coordination Committee (see diagram 1.37).

B. The City shall solicit the Guajome Regional Park Area Planning and Coordination Committee for comments and recommendations on proposed projects within the Guajome Regional Park Sphere of Influence during the development review process.

C. Proposed projects within the Guajome Regional Park Sphere of Influence shall be subject to the following objectives and policies:

Objective:

To ensure that structures shall be visually compatible with the open space nature of Guajome Regional Park.

Policies:

D. Building exteriors shall have textured surfaces and extensive use of natural building materials for accents and treatments.

E. The colors of exterior surfaces of structures shall be tones compatible with the surrounding landscape and not bright, glossy or otherwise visually out of character with the natural setting.

F. Structures shall not be permitted on slopes abutting Guajome Regional Park.

G. Deep landscaped setbacks shall be maintained on yards abutting Guajome Regional Park and those abutting right-of-ways which border the park.

H. Structures shall be oriented to preserve views from Guajome Regional Park, the development and surrounding properties.

Objective:

To ensure that property altered by development remains compatible with the environment of Guajome Regional Park.

Policies:

I. Cut slopes visible from Guajome Regional Park shall be revegetated with a mixture of drought-tolerant and native plant species.

J. Properties abutting Guajome Regional Park shall provide a transition area between landscaped areas and natural vegetation.

K. Vegetation clearance shall only be conducted immediately prior to grading and replanting shall commence immediately afterward.

L. Developments shall integrate features such as landscaping, open areas and pathways with those of Guajome Regional Park while also establishing a clear demarcation between public and private property.

CHAPTER TWO

COMMUNITY DEVELOPMENT

Goal:

The continual long-term enhancement of the community through the development and use of land which is appropriate and orderly with respect to type, location, timing, and intensity.

ARTICLE 2.0
SUBDIVISION OF LAND OR REAL PROPERTY

Objective:

To create legal divisions of land or real property that shall provide long-term enhancement for community.

Policies:

A. No proposed division of land or real property shall be created which fails to implement the General Plan, City policies and ordinances, or development standards.

B. Any City action creating a legal division of land or real property shall identify and consider adjacent and surrounding land uses and land divisions to assure compatibility and proper integration.

C. A subdivision of land or real property must provide adequate on-site improvements consistent with the general plan, including street design, drainage and sanitary facilities, and easements.

D. A subdivision of land or real property must include provisions for off-site improvements or the payment of fees for off-site improvements consistent with the General Plan, including temporary and permanent school facilities, road and bridge improvements, parks, and sewers.

E. A subdivision of land or real property must be designed to accommodate, protect and preserve environmentally sensitive areas identified in the General Plan.

SECTION 2.01 COMMERCIAL SUBDIVISION

Objective:

To assure commercial subdivisions of land shall promote long-term economic efficiency and provide benefits to the community.

Policies:

A. Commercial parcels shall be of sufficient size and dimensions to allow for the efficient potential reuse of the parcel.

B. Subdivision of commercial lands shall encourage wherever possible the unification of access and site design with adjacent and surrounding commercial land uses.

SECTION 2.02. RESIDENTIAL SUBDIVISON

Objective:

To assure residential subdivisions of land shall be of sufficient size, dimensions, and topography to promote overall community enhancement, and the aesthetic and efficient functioning of the particular residential unit.

Policies:

A. Individual residential parcels shall provide building pad areas of sufficient size and dimensions to accommodate an aesthetically pleasing and efficient dwelling unit.

B. Individual residential parcels shall be organized or layed out in a fashion that promotes functional and aesthetically pleasing neighborhoods.

C. Individual residential parcels shall provide building pad areas which are reflective of the minimum lot area established for the area.

D. Individual residential parcels which have large unusable areas shall be discouraged.

SECTION 2.03. AGRICULTURAL SUBDIVISION

Policy:

A. The City shall assure in all actions that the legal parcels or interests in agricultural lands are of sufficient size to viably conduct agricultural practices.

ARTICLE 2.1
INDUSTIRIAL DEVELOPMENT

Objective:

To promote industries which are consistent with community enhancement and provide stable tax bases and a balance of employment opportunities.

Policies:

A. Industrially designated lands shall be devoted to industrial use for the preservation of the City's economic future, employment opportunities, and general welfare.

B. Industrial land uses shall be compatible with surrounding land uses and available community facilities.

C. Ancillary commercial, office and recreational uses may be permitted when clearly oriented to support the industrial development and serve its population.

D. Storage and warehousing facilities and services shall not be directly accessible to the general public.

E. The City shall enhance positive long-term economic and employment opportunities through the proper allocation and protection of the following industrial designations:

1) General Industrial
2) Light Industrial
3) Research Park

SECTION 2.11. GENERAL INDUSTRIAL

Objective:

To provide industrial lands which can accommodate a wide range of industrial uses, including those of relatively high intensity, while minimizing negative impacts to surrounding land uses.

A. Areas designated General Industrial shall generally contain a minimum of one hundred (100) acres. Smaller sites may be considered when located adjacent to other industrial areas. General Industrial areas shall have

access to a major arterial or higher rated street and shall be physically and visually separated from adjacent non-industrial land uses, preferably by natural topographic features.

B. General Industrial uses shall generally engage in manufacturing, assembly, packaging, processing and fabrication operations. Warehousing, storage and distribution facilities may also be permitted.

C. General Industrial areas shall be designed primarily to provide sites for independent, single use developments, although industrial park and multi-tenant developments may also be permitted.

D. Outside operations, equipment and storage areas may be permitted provided such areas are adequately screened from view.

E. Each industrial use shall provide attenuating structures, devices and procedures to insure that noise, vibration, odors, glare, heat and other emissions do not interfere with neighboring industrial activities nor endanger the health, safety, peace or general welfare of persons residing or working in the surrounding area.

F. Architectural design shall be oriented towards providing functional, efficient and visually appealing industrial structures. Primary structures shall be of concrete tilt-up or concrete block construction or the equivalent with exterior treatment and features such as aggregate finishes, accent bands and buttresses. Prefabricated, sheet metal and portable structures shall be limited for use as offices, storage and other accessory buildings.

G. Landscaping shall be maintained in all setback, parking and other open areas to provide screening, buffering and to enhance the appearance of industrial structures.

SECTION 2.12. LIGHT INDUSTRIAL

Objective:

To provide and protect industrial lands which can accommodate a wide range of moderate to low intensity industrial uses capable of being located adjacent to residential areas with minimal buffering and attenuation measures.

Policies:

A. Areas designated Light Industrial shall generally contain a minimum of two hundred (200) acres. Smaller sites may be considered when located adjacent to land uses of similar intensity. Light Industrial areas shall have access to a secondary arterial or higher rated street either directly or through non-residential areas.

B. Light Industrial uses shall be restricted to uses generally engaged in the manufacturing, assembly, packaging, fabrication and processing of components into finished products rather than the conversion of raw materials. Industrial activity shall be conducted primarily within structures and outside storage areas and assembly activities shall be limited.

C. Light Industrial areas shall be primarily developed as industrial parks and commerce centers providing both single-use and multi-tenant structures. Independent development for single-use projects on larger sites may also be permitted.

D. Light Industrial developments shall place its emphasis on presenting an efficient, clean and visually appealing industrial environment. Architectural, landscape, signage and development standards shall be coordinated to provide for unified site design.

E. Each industrial use shall provide attenuating structures, devices and procedures to insure that noise, vibration, glare, odors, heat and other emissions are not perceptible outside its boundaries by the natural senses.

F. All storage, assembly and parking areas and equipment shall be completely screened from view. Mechanical equipment, vents, stacks, apparatus, antennae and other appurtenant items shall be incorporated into the total design of structures in a visually attractive manner or shall be entirely enclosed and screened from view.

G. Deep, extensively landscaped areas shall be provided as a buffer where Light Industrial areas abut residentially designated areas. Whenever possible, unobnoxious uses or facilities such as parking, recreation and patio areas shall be located adjacent to the landscape buffer to further insulate the residential areas from the industrial activities.

SECTION 2.13. RESEARCH PARK

Objective:

To provide and protect industrial lands for the development of communities of high technology, research and development industries and related uses set in campus or park-like settings.

Policies:

A. Areas designated Research Park shall generally contain a minimum of one hundred (100) acres. Smaller sites may be considered when located within or adjacent to other industrial areas. Research Park areas shall have access to a major arterial or higher rated street either directly or through non-residential areas.

B. Industrial uses within this designation shall be restricted to uses that generally engage in the manufacture of low-bulk, high value products, conduct research and development operations, maintain corporate offices or provide satellite facilities for colleges or universities.

C. To encourage the establishment of industrial communities, developments shall provide ancillary uses and facilities to support the industrial operations and serve the needs of their populations. These include, but are not limited to commercial services, conference and convention facilities, daycare centers, recreation facilities and short-term housing and lodging.

D. Research Park developments shall establish lot area, setback and lot coverage standards to provide open, spacious industrial settings. Extensively landscaped areas shall be distributed throughout the development.

E. Excellent architectural design shall be provided throughout each development. Structures shall be designed to provide low profiles and to integrate with surrounding features.

F. Structures shall generally be constructed for single uses. Multi-tenant structures shall be limited.

G. Outside equipment, storage and assembly areas shall be prohibited. Utility structures shall be incorporated into the overall site design to provide aesthetically pleasing forms. Examples of this include decorative pools for cooling systems, corporate art for signage,

landscape berms for screening and placing communication equipment in ornamental towers or sculptures.

ARTICLE 2.2
COMMERCIAL DEVELOPMENT

Objective:

To promote and preserve a balance of successful markets and services in aesthetic, people-oriented associations which are compatible and organized to surrounding land uses.

A. The City shall preserve and enhance viable, positive commercial development s through the proper allocation of the following commercial land use designations:

1) Community Commercial
2) Neighborhood Commercial
3) General Commercial
4) Special Commercial
5) Professional Commercial

SECTION 2.21. COMMUNITY COMMERCIAL

Policies:

A. This designation shall provide the community with commercial centers containing a wide variety of commercial establishments. Major tenants shall provide larger, low volume, higher cost items, such as home furnishings, apparel, durable goods, and specialty items and generally have citywide market areas. Support facilities such as entertainment establishments and restaurants shall be encouraged.

B. Development within this designation shall be on sites in excess of thirty (30) acres. Specialized commercial uses requiring less land area may be considered when of similar intensity, or offering comparative revenue and/or employment generating capacities. Location shall be limited to sites along major arterials or higher rated roads.

SECTION 2.22. NEIGHBORHOOD COMMERCIAL

Policies:

A. Neighborhood Commercial shall provide commercial uses which meet the day to day commercial needs of the community. Commercial center development is implicit.

Key tenants shall be limited to supermarkets, variety stores, drug stores, specialty stores, and similar businesses. Most retail shops, restaurants and services are permitted as minor tenants and "convenience" businesses may be allowed when well-integrated into the center's design.

B. Since Neighborhood Commercial centers will meet the daily shopping needs of the community, they shall be located near residential areas along major arterials or secondary arterials; preferably at their intersections with collector streets. Consequently there shall be limits on their intensity to be compatible with nearby residential areas. Areas shall generally be between ten (10) and thirty (30) acres.

SECTION 2.23. GENERAL COMMERCIAL

Policies:

A. General Commercial shall provide retail shops, restaurants and services which meet the "immediate" commercial needs of the community. High intensity, drive-up/drive-thru and convenience businesses shall be developed in commercial centers or clustered together in coordinated site or development plans to avoid the proliferation of driveway-cuts and to accommodate their high traffic generation characteristics.

B. General Commercial shall be designated on small sites of between five (5) and ten (10) acres. General Commercial areas shall be located on streets designated as major arterials or higher or at the intersection of two secondary arterials.

SECTION 2.24. SPECIAL COMMERCIAL

Policies:

A. Special Commercial shall designate commercial sites within and/or adjacent to areas with unique characteristics, such as scenic areas, historic areas, freeway offramps, the Coastal Zone, and other unique or special areas.

B. Signage in Special Commercial developments shall be consistent with any special guidance systems established for the area.

C. Uses and development standards shall be established through the following special policies and identified guidance systems to best utilize and/or protect the unique characteristics of the externality.

SECTION 2.241. COASTAL ZONE

Policy:

A. Development on property designated Special Commercial within the boundaries of the Coastal Zone or Local Coastal Program (LCP) Area shall provide coastal dependent, recreational and visitor serving uses and facilities as specified by the LCP and California Coastal Act of 1976 (See diagram 2.241).

SECTION 2.242. INTERSTATE 5, STATE HIGHWAY 76, AND STATE HIGHWAY 78 CORRIDORS

Policies:

A. Commercial sites adjacent to freeway off-ramps and expressway intersections shall coordinate site development to provide joint use of entrance/exit points, parking areas, freeway/expressway-oriented signage, rest areas and visitor serving facilities (see diagram 2.242).

B. Given the proximity and visibility from major travel corridors, development shall place a major emphasis on providing visitor-serving uses and facilities. Larger sites may provide commercial development of community serving or higher level.

C. Commercial sites west of Interstate 5 are recognized as entry points to the Coastal Zone and shall be encouraged to provide commercial uses, services and facilities compatible to and in support of coastal dependent uses.

D. Commercial developments shall be encouraged to provide facilities which promote and support the use of public transportation systems.

SECTION 2.243. SCENIC AND RECREATION AREAS

Policy:

A. Commercial developments adjacent to scenic and recreational areas shall provide site design visually compatible with the surrounding open space environment. Development shall feature uses and

facilities oriented towards providing support to the recreational or scenic activities of the area (see diagram 2.243).

SECTION 2.244. MISSION SAN LUIS REY HISTORIC AREA

Policies:

A. Commercial development within the Mission San Luis Rey Historic Area shall place a major emphasis on protection of views; provision of architecture, landscaping and streetscapes consistent with the "Mission San Luis Rey Historic Area Development Program and Design Guidelines"; and provision of visitor-serving uses and facilities (see diagram 2.244).

Village Commercial Core

B. Commercial properties along San Luis Rey Road and in the area of Douglas Drive and Peyri Drive shall be developed to create an intense pedestrian oriented village commercial area unified by architecture, pedestrian network and multi-use parking areas on the peripheries. Commercial uses within the village core shall be pedestrian oriented.

C. The special commercial properties on the northwest corner of Douglas Drive and North El Camino Real shall be linked by design and architecture to the Village Commercial Core. However, uses are not limited to pedestrian oriented commercial, but are encouraged to serve the needs of the individuals traveling along the Douglas Drive Corridor.

Mission Avenue Corridor

D. Commercial properties fronting on Mission Avenue between El Camino Real and Old Grove Road shall be encouraged to develop commercial centers serving surrounding residential areas as well as providing support to the recreation activities of the Mission Area.

*Mission Avenue/Old Grove Road

E. Commercial properties at the intersection of Mission Avenue and Old Grove Road shall be developed as a commercial center or group of commercial centers providing neighborhood and/or community serving businesses and services. Specialty and visitor-serving commercial uses and professional office development shall also be encouraged. The development of all type of highway-oriented and community and neighborhood-serving retail facilities shall be permitted provided that they are designed with appropriate buffers and restrictions

which preserve the integrity of the surrounding neighborhoods. Any project-related application shall be required to file a Master Development Plan and shall also comply with the "Mission San Luis Rey Development Program and Design Guidelines" as adopted by the City Council and shall be required to file Conditional Use Permits for all subsequent buildings and uses so as to ensure that a high quality of design can be achieved and appropriate and compatible uses are developed at this significant gateway to the Mission San Luis Rey.

The following site design practices will be required for development of this property.

1. Landscaping along Old Grove Road will be significantly enhanced to screen the surrounding neighborhood from commercial activity within the project.

2. Primary access will be permitted from Old Grove Road however secondary access points will be limited to the Mission Avenue frontage.

*Addendum to Land Use Element Text, GPA-2-99
City Council Resolution No. 99-172

Ivey Ranch Commercial

F. Site design and commercial uses shall be coordinated and directed towards protection of nearby scenic and recreation areas.

SECTION 2.245. COLLEGE/VANDEGRIFT

Policy:

A. The design and location of buildings, landscaping, signage, parking areas, walls, fences, and other structures or features shall maximize protection to the adjacent single-family development. High intensity, highway-oriented uses or uses which generally operate outside of normal business hours, including but not limited to drive-through restaurants, convenience markets, gas stations, car washes, auto parts or repair stores and other such uses which are out of character with the surrounding neighborhood shall be prohibited. Any project related application shall file a Master Development Plan (See diagram 2.245.).

*SECTION 2.246. EL CAMINO REAL/MISSION AVENUE

Policies:

The following policies shall apply to the property located southwest of the intersection of Mission Avenue and El Camino Real:

A. Principal vehicular access to the property shall be provided from Mission Avenue. El Camino Real access, if any, shall have approaches designed and constructed as necessary to provide safe sight distance and adequate acceleration for vehicles entering onto El Camino Real.

B. Development of the property shall be designed to accommodate a mix of community- and neighborhood-serving commercial uses and recreational uses which shall be restricted as necessary to limit the overall traffic generation potential so that the El Camino Real/Mission and Fireside/Mission intersection shall operate a Level of Service (LOS) of C or better during off-peak hours, and at LOS D or better during peak hours.

C. The design and location of buildings, landscaping, signage, parking areas, walls, fences and other structures shall maximize protection to the surrounding residential and institutional developments.

D. Full geotechnical and hydrological investigations shall be required concurrently with all development applications on the property to identify the constraints, hazards, the nature and scope of the work necessary for the development of the property and the potential off-site impacts.

E. Dedication of right-of-way for State Route 76 shall be provided as necessary through future development application approvals.

*Addendum to Land Use Element Text, GPA-12-87
City Council Resolution No. 88-133 (5/25/88)

*SECTION 2.247. SOUTHWEST CORNER OF FRAZEE ROAD AND OLD GROVE ROAD

Policies:

A. Commercial properties at the intersection of Old Grove Road and Frazee Road shall be developed as a commercial center. Low intensity specialty and visitor serving commercial as well as professional office development shall also be encouraged. The design and placement of

structures shall provide an inward focus emphasizing pedestrians activities. The development of strip center, highway-oriented and other high intensity development including but not limited to drive-through restaurants, convenience markets, gas stations, car washes, auto parts or repair stores and other similar uses shall not be permitted. Any project related application shall be required to file a Master Development Plan and shall also comply with the "Mission San Luis Rey Development Program and Design Guidelines".

B. The design and location of buildings, landscaping, signage, parking areas, walls, fences and other structures shall maximize protection to the surrounding residential areas.

C. Access driveways shall be limited to provide necessary points of ingress and egress.

D. Prior to development a landscaped screening wall will be constructed along the eastern side of Old Grove Road north of Scarlet Oak Drive along the open space areas within Williams Ranch Unit No. 1 and 2.

*Addendum to Land Use Element Text, GPA-6-88
City Council Resolution No. 88-253 (11/2/88)

SECTION 2.25. PROFESSIONAL COMMERCIAL

Policies:

A. This designation shall provide the community with a wide variety of professional office, administrative and business service uses. Development intensities shall vary and shall be subject to and reflective of surrounding uses and characteristics.

B. Since professional uses very in degrees of intensity, locational requirements shall be implemented to ensure compatibility with surrounding land uses. Professional designation shall be located on secondary arterials or higher. High intensity, high traffic generating uses shall be encouraged to locate adjacent to institutions, developments or facilities of a comparable level of intensity.

SECTION 2.26. COMMERCIAL ENHANCEMENT

Policies:

A. The City shall encourage the establishment of specialized districts, centers and developments for unique commercial uses which contribute positively to the City's revenue and employment generating abilities and cultural enhancement.

B. The City shall not permit the proliferation and/or over-concentration of commercial uses that generate adverse impacts to the social structure, visual quality, economy, public safety or well-being of the community.

SECTION 2.27. COMMERCIAL DESIGN

Policies:

A. Commercial architecture shall emphasize establishing prominence and identity to businesses while presenting tasteful, dignified and visually appealing designs compatible with their surroundings.

B. Landscape design shall incorporate areas for benches, trash receptacles, bicycle racks and other forms of street furniture where appropriate.

C. Parking areas shall be designed to meet the following criteria:

1) Parking spaces shall be provided in sufficient number to serve all proposed and probable uses within the development.

2) Parking areas shall balance the number of spaces according to individual tenant requirements.

3) Parking spaces shall be located within convenient walking distance to commercial structures.

4) Access lanes shall be located so not to disrupt pedestrian movements nor traffic flow from parking area loading aisles.

5) Compact parking spaces shall be well dispersed throughout the parking area.

D. Trash disposal areas and loading/unloading facilities shall be screened from view and, whenever possible, separated from customer serving areas.

E. All commercial developments shall be designed to insure that visual, noise, lighting, traffic and other negative impacts do not adversely affect surrounding residential areas.

F. Where appropriate, walkways, arcades, concourses, malls, plazas, courtyards, and other pedestrian-oriented design features shall be provided to encourage pedestrian movement within the development and to adjacent developments.

G. The phasing of commercial projects shall be permitted to allow initial development and expansion in response to demographic and economic changes. Site designs shall illustrate the ultimate development of the property and/or demonstrate their ability to coordinate and integrate with surrounding commercial properties.

H. The City shall not approve any phasing plan which allows a development or use which is inconsistent with the site's land use designation.

ARTICLE 2.3
RESIDENTIAL DEVELOPMENT

Objective:

To direct and encourage the proper type, location, timing, and design of housing to benefit the community consistent with the enhancement and establishment of neighborhoods and a well balanced and organized City.

SECTION 2.31. RESIDENTIAL DESIGNATIONS

Policy:

A. The City's residential lands shall be designated as follows:

DESIGNATION TITLE	POTENTIAL RANGE OF DWELLING UNITS PER GROSS ACRE*	
	BASE ** DENSITY	MAXIMUM ** POTENTIAL DENSITY
Estate A	0.5	0.9
Estate B	1.0	3.5
Single-Family Detachment	3.6	5.9
Medium Density A	6.0	9.9

Medium Density B	10.0	15.0
Medium Density C	15.1	20.9
High Density	21.0	28.9
Urban High Density	29.0	43.0

*Explanation of developable and non-developable lands:

Density ranges of residential designation do not imply minimum and maximum residential densities that can be uniformly applied to any particular site.

Physical characteristics of a site along with a site's relationship to external factors can modify a site's density. A careful examination of City policy should be made to clarify developable lands and undevelopable lands within a particular site.

**Explanation of residential density ranges:

Densities between the base density and maximum potential density within each residential density range represent density potentials that could be obtained on developable portions of a site.

SECTION 2.32. POTENTIAL RANGE OF RESIDENTIAL DENSITIES

Policies:

A. The base density shall be considered the appropriate density for development within each residential land use designation.

B. Residential projects which possess an excellence of design features shall be granted the ability to achieve densities above the base density. Project characteristics which exceed standards established by City policy and those established by existing or approved developments in the surrounding area will be favorably considered in the review of acceptable density within the range. Such characteristics include, but are not limited to the following:

1) Infrastructure improvements beyond what is necessary to serve the project and its population.

2) Lot standards (i.e. lot area, width, depth, etc.) which exceed the minimum standards established by City policy.

3) Development standards (i.e. parking, setbacks, lot coverage, etc.) which exceed the standards established by City policy.

4) Superior architectural design and materials.

5) Superior landscape/hardscape design and materials.

6) Superior recreation facilities or other amenities.

7) Superior private and/or semi-private open space areas.

8) Floor areas which exceed the norm established by existing or approved development in the surrounding area.

9) Consolidation of existing legal lots to provide unified site design.

10) Initiation of residential development in areas where nonconforming commercial or industrial uses are still predominant.

11) Participation in the City's Redevelopment, Housing or Historical Preservation programs.

12) Innovative design and/or construction methods which further the goals of the General Plan.

The effectiveness of such design features and characteristics in contributing to the overall quality of a project shall be used to establish the density above base density. No one factor shall be considered sufficient to permit a project to achieve the maximum potential density of a residential land use designation.

C. Residential projects with densities below the base density shall be considered to be consistent with the land use designation.

SECTION 2.33. RESIDENTIAL UNIT TYPES CONSISTENT WITH RESIDENTIAL DESIGNATIONS

Policies:

A. The Residential Land Use designations shall reflect residential unit (or building) types of a residential development, not simply the overall number of dwelling units per acre.

B. Certain existing residential developments contain large open space areas which result in densities below the base density of their land use designations. Therefore, it shall be recognized that the land use designation reflects the density of the developed sections of these projects and that open space areas shall be preserved as such.

C. Within developments which provide open space areas, the density of the minimum lot area shall not exceed the maximum allowable density within its land use designation (i.e. the minimum lot area shall not be less that that which would otherwise have been permitted if open spaces were not provided).

D. To assure residential land use designations accurately reflect residential unit types, residential unit types shall be allowed in the various residential land designations according to the following "Residential Unit Type/Residential Land Use Designation Consistency Matrix".

RESIDENTIAL UNIT TYPE/RESIDENTIAL LAND USE DESIGNATION CONSISTENCY MATRIX

RESIDENTIAL DEVELOPMENT TYPES								RESIDENTIAL LAND USE DESIGNATION
Single-Family Detached			Single-Family Attached			Multi-Dwelling Unit Structure		
SU-C	SU-V	SU-M	TU-C	TU-V	MP	MUS	GQ	
X								AGRICULTURAL(NON-RESIDENTIAL)
X								ESTATE A (.5-.9 DU/AC)
X								ESTATE B (1-3.5 DU/AC)
X								S-F DETACHED (3.6-5.9 DU/AC)
	X	X	X	X	X			MED. DENISTY A (6-9.9 DU/AC)
					X	X		MED. DENSITY B (10-15 DU/AC)
						X		MED. DENSITY C (15.1-20.9 DU/AC)
						X		HIGH DENSITY (21-28.9 DU/AC)
						X		URBAN HIGH DENSITY(29-43 DU/AC)
							X	CIVIC INSTITUTIONAL (NON-RESIDENTIAL)
							X	PRIVATE INSTITUTIONAL (NON-RESIDENTIAL)

SU-C = Single Unit-Conventional
SU-V = Single Unit-Variable
SU-M = Single Unit-Manufactured
TU-C = Two Unit-Conventional
TU-V = Two Unit-Variable
MP = Multi-Plex
MUS = Multiple Unit Structure(s)
GQ = Group Quarters

SINGLE-FAMILY DETACHED	SINGLE-FAMILY ATTACHED	MULTI-DWELL UNIT STRUCTURES
SU-C	TU-C	MUS
SU-V	TU-V	GQ
SU-M	MP	

NOTE: Any reference to residential housing types or residential land use designations in this Land Use Element is not intended to preclude mobile home parks in any residential land use designation as authorized by State law; provided that, appropriate provisions shall be incorporated into the Zoning Ordinance to require a Conditional Use Permit for any proposed mobile home park.

SECTION 2.34 RESIDENTIAL UNIT TYPES

Policies:

A. Residential dwelling unit types shall be defined as follows:

SINGLE-FAMILY DETACHED DWELLINGS

Single Unit - Conventional (SU-C) - A detached structure containing one dwelling unit. The structure is constructed to fixed development standards established by the City policy and the Zoning Ordinance and serves as the only dwelling unit on the property. The property is a legally subdivided lot with the minimum lot area and dimensions established by the Zoning Ordinance.

Single Unit - Variable (SU-V) - A detached structure containing one dwelling unit. The structure is constructed to development standards established by City policy and a Development Plan or a Master Development Plan and serves as the only dwelling unit on the property. The property is a legally subdivided lot with the minimum lot area and dimensions established by a Development Plan or a Master Development Plan. The property generally holds an interest in common areas and facilities.

Single Unit - Manufactured (SU-M) - A detached structure containing one dwelling unit that is constructed elsewhere and transported or assembled on the site. The site is any area or tract of land where two or more lots are rented or leased or held out for rent or lease to accommodate mobile homes or manufactured units used for human habitation. This category is controlled by State law (Title 25).

SINGLE-FAMILY ATTACHED DWELLING

Two Unit - Conventional (TU-C) - A structure consisting of two dwelling units attached by a common wall. Each unit is constructed on a legally subdivided lot and attached to its companion unit on the common property line. Development and lot standards are established by City policy and the Zoning Ordinance.

Two Unit - Variable (TU-V) - A structure consisting of two dwelling units attached by a common wall. Each unit is constructed on a legally subdivided lot and attached to its companion unit on the common property line. Development and lot standards are established by City policy and a Development Plan or Master Development Plan and properties generally hold an interest in common areas and facilities.

Multi-plex (MP) - A structure consisting of three or more dwelling units attached by common walls. Each unit is constructed on a legally subdivided lot and attached to one or more companion units on a common property line or lines. Development and lot standards are established by City policy and a Development Plan or Master Development Plan and properties generally hold interest in common areas and facilities.

MULTIPLE-FAMILY DWELLINGS

Multiple Unit Structures (MUS) - A structure or group of structures containing two or more dwelling units on a single property. Subdivision of the property may exist to permit ownership of air space in the form of a dwelling unit with an undivided share in common elements. The property may also be divided for the purpose of ownership in the form of a stock cooperative.

Group Quarters (GQ) - A structure or group of structures containing three (3) or more units rented or leased or held out for rent or lease for the purpose of human occupancy in excess of thirty (30) consecutive calendar days. Such units provide only sleeping and bathroom facilities and are served by centralized dining and kitchen facilities.

SECTION 2.35. DWELLING UNIT/LAND USE CONSISTENCY THROUGH DENSITY REDUCTION

Policies:

A. A residential project may be developed using the residential unit type(s) allowed within the next lower residential land use designation provided.

   1) The density of the project or that portion of the project is within the permitted range consistent with the proposed unity type as determined by the Residential Unit Type/Residential Land Use Designation Consistency Matrix.

   2) The project is consistent with the objectives of the General Plan and other City policies.

   3) The project does not interfere with the efficient and proper provision of City services.

B. The appropriate density of such residential projects shall be determined by the criteria established by Policy 2.32 of this element.

C. The City shall, in its annual review of the General Plan, redesignate the sites of such residential projects to the appropriate land use designation.

ARTICLE 2.4
INSTITUTIONAL

Objective:

To provide for and protect areas within the City for both private and public institutional type uses.

Policies:

A. Developments with this designation are characterized by spacious and extensively landscaped settings stressing retention and enhancement of natural features. A strong emphasis is also placed on excellent architectural quality and compatibility.

B. Developments within this designation are also distinguished by a general inward orientation creating a community of complementary uses. To support this, ancillary commercial and short-term housing and lodging such as hotels, dormitories and guest homes may be permitted when clearly oriented to serve the population of the development.

SECTION 2.41. CIVIC INSTITUTIONAL

Policy:

A. This designation provides for public and quasi-public uses and facilities. These include, but are not limited to, public schools, colleges and universities; facilities for public services and utilities, community centers and other government buildings.

SECTION 2.42. PRIVATE INSTITUTIONAL

Policy:

A. This designation provides for private uses and facilities which by their nature are situated in campus or park-like settings. These include, but are not limited to, the following:

1) Religious institutions providing places of worship, religious study, instruction or retreats; traditional arts and crafts and related activities.

2) Private schools, colleges and universities providing education and instruction in professional, vocational, technical and academic fields.

3) Cemeteries and memorial parks which may include mortuaries, mausoleums and other ancillary structures.

4) Private recreation areas and facilities where activities are conducted primarily out-of-doors and require large open areas. These include but are not limited to golf courses, recreation and country clubs, camp grounds, amphitheaters, equestrian activities, recreation, entertainment and theme parks.

5) Institutions associate with the medical and surgical arts such as hospitals, sanitariums and hospices.

ARTICLE 2.5
AGRICULTURAL

Objective:

To identify, conserve and enhance Oceanside's agricultural areas.

Policies:

A. Agricultural areas are characterized by their primary function which is to farm, graze or conduct animal husbandry. Agricultural areas typically involve contiguous tracts of agricultural land uses with only a very minor intrusion of non-agricultural land uses. These non-agricultural land uses are only of the type and size to service the special needs of the agricultural area.

B. Residential development shall be permitted provided such development does not interfere with existing agricultural operations and that the open space character of the area is preserved. Appropriate minimum lot areas shall be determined by the area's topography, adjacent land uses and the availability of public services and utilities; however, under no circumstances shall lot areas be less than two and one-half (2 1/2) acres. Lot configurations and dimensions shall provide areas of sufficient size to conduct limited, low-intensity agricultural activities such as orchards, gardens and the keeping of livestock.

C. The City shall, in all proposed actions converting agricultural lands to other land uses, consider the loss of those lands to the potential agricultural productivity

to the community; and shall assure that land use compatibility to agricultural lands is fully defined and assured.

D. Land use compatibility is of primary importance to agricultural areas; since land use conflicts between agricultural and non-agricultural uses can force the economic nonviability of agricultural areas.

Implementation Program:

1. The City shall map all agricultural lands within Oceanside and identify their potential agricultural productivity.

ARTICLE 2.6
OPEN SPACE

Objective:

To identify and preserve a variety of lands that, due to their topography, use, natural resources, values and/or limitations, are best left in an open or natural state.

Policies:

A. Public parks, flood channels, public and private outdoor recreation facilities, water recharge areas and water bodies shall be designated as open space.

B. The City shall require open space designation on lands set aside for significant permanent protection and enhancement through the utilization of planned common open space in proposed land development.

C. Lands considered undevelopable within a proposed land development or use shall be offered for designation as open space as a condition of approval of the proposed land development or use.

D. The City shall encourage the preservation of contiguous natural open space which provides wildlife habitat.

E. The City shall cooperate with local, state and federal agencies in the management of natural resources.

Implementation Program:

1. The City shall keep a record of private open space areas as identified in existing and approved development projects. These open space areas shall be designated on the land use map annually.

ARTICLE 2.7
COMMUNITY FACILITIES MANAGEMENT

Objective:

To provide a consistent level of quality and affordable public services and facilities and to effectively manage development to ensure that a consistent service level is continued.

Policy:

A. Capital improvement impact fees shall be collected at the time a building permit is issued and should consist of four components:

   1) A fee based on share of Citywide capital improvement expansion and replacement needs represented by the proposed development.

   2) A fee to cover additional construction and replacement of capital improvements directly serving the proposed development.

   3) Fees must be adequate to cover the full cost of non-citywide facilities serving the development (neighborhood parks, fire and paramedic facilities), including a reserve for replacement costs.

   4) In addition, fees must cover new construction and replacement of Citywide facilities.

Implementation Program:

1. A Community Facilities Element shall be prepared to establish the framework and fee system to ensure the timely delivery of necessary and desirable capital improvements and services.

SECTION 2.71. CIRCULATION

Objective:

To provide for a circulation system which incorporates all modes of transportation for the safe and efficient movement of people and goods within and through the City of Oceanside.

Policies:

A. The Circulation Element shall identify and analyze the overall transportation needs of the City of Oceanside.

B. The Circulation Element shall:

1) Contain descriptions of the proposed circulation system;

2) Establish the various interrelationships in the circulation system;

3) Discuss implementation plans for the circulation system; and,

4) Identify standards and criteria for the location, need, operation and administration of our circulation facilities.

C. The use of traffic reversions, and design circulation patterns on local streets shall be explored to mitigate inappropriate through traffic through neighborhoods.

SECTION 2.711. MASTER STREET PLAN

Objective:

To provide a balanced circulation system to serve the growing transportation demands within and through our community.

Policies:

A. The Master Street Plan, amended to include updated information with additional analysis of mass transit, aviation, nautical and non-motorized transportation will constitute the Circulation Element of the City of Oceanside.

B. The Master Street Plan shall establish a network of streets/arterials throughout the City capable of receiving traffic from existing and future collector and local streets.

C. The City shall approve and build streets as per City of Oceanside Engineering Manual Specifications.

D. The City may require additional right-of-way width and additional improvements of major arterials where required for turning movements or to provide access to adjacent properties whenever access is not feasible from a lower classification street system.

E. The City shall:

1) Require development to provide collector and local street improvements according to standards of the City Engineering Department.

2) Require development to dedicate necessary right-of-way when subdivision or development of property adjacent to or straddling streets is proposed and adopted by the Master Street Plan.

3) Require development to provide all necessary grading, installation of curbs, gutters and parkway tree planting, unless these improvements are provided through other means.

4) Require development to provide a minimum of half street improvements plus twelve (12) feet of pavement in accordance with City standards.

5) Should development be within an area subject to a Major Thoroughfare Fee provision established by the City Council the City shall require the following:

a) Payment of the Major Thoroughfare Fee as required by Ordinance No. 80-30 and the latest City Council resolution setting such fee; or

b) Obtain reimbursement of the required fee as the development installs the necessary improvements, and the City's construction cost estimate of the improvements are greater than the required fee. Should the improvements be less than the required fee, the developer shall pay the difference to the City of the required fee and the City's cost of the improvement.

6) The development will install all sidewalks and curbs as required in their permanent location to provide for maximum design development.

F. If the location and traffic generation of a proposed development would result in congestion on major streets (less than Service Level C - stable traffic flow) or promote safety hazards, the proposed development should in that case be required to make the necessary off-site

improvements (subject to reimbursement from impact fees to be collected) or the development should be deferred until financing for the improvements is assured.

Implementation Program:

1. The City shall prepare an updated Circulation Element during Fiscal year 1986-87.

SECTION 2.712. NON-MOTORIZED TRANSPORTATION

Objective:

To enhance environmental and social benefits for the citizens of Oceanside by provision of an integrated system of Bicycle and Pedestrian Networks with associated facilities for the safe and efficient movement of people in and through the City of Oceanside.

SECTION 2.7121. BICYCLE FACILITIES

Objective:

To provide an integrated Bicycle Circulation System and Bicycle Facilities to promote the environmental and social benefits of commuter and recreational bicycling. The Bicycle Circulation System and Bicycle Facilities shall provide mobility and safety to all persons and areas within the City of Oceanside.

Policies:

A. Development shall provide Class II Bikeways (Bike Lanes) on all secondary, major, and prime artierials.

B. Collector streets which function as links for the Bicycle Circulation System shall require Class II Bikeways (Bike Lanes). In such cases the City shall reduce hazards to cyclists on collector streets by eliminating on-street parking.

C. The City shall provide connection and continuation of the Pacific Coastal Corridor and the San Diego-Anza Borrego Corridor Bicycle Facilities as identified in the Regional Transportation Plan of San Diego County.

D. The use of land shall integrate the Bicycle Circulation System with auto, pedestrian, and transit systems:

    1) Development shall provide short-term bicycle parking and long-term bicycle storage facilities such as bicycle racks, pedestal posts, and rental bicycle lockers.

2) Development shall provide safe and convenient bicycle access to high activity land uses, such as schools, parks, shopping, employment, and entertainment centers.

E. The City shall continue seeking funds at the private, local and federal levels for bicycle circulation system expansion.

SECTION 2.7122. PEDESTRIAN

Objective:

1. Provide for safe pedestrian circulation throughout the City, including sidewalks, pedestrian access to the beach, pedestrian malls and hiking trails.

2. Provide access for the handicapped and elderly population to assure them safety and mobility.

Policies:

A. The construction of five (5) foot wide sidewalks adjacent to the curb shall be required in all new developments and street improvements.

B. The City shall protect pedestrian access to the public beach by maintaining easements and causing the construction of stairways and "walk-throughs" where appropriate.

C. The City shall encourage the inclusion of greenbelts and common open space for pedestrian use in residential development.

D. The City shall in accordance with State law, provide access for the handicapped and elderly to all public buildings by the removal of architectural barriers.

E. The City shall assure public access to the Beach/Strand with the dedication of public right-or-way easements, construction of stairways, and acquisition of land for park development.

SECTION 2.713. PUBLIC TRANSIT

Objective:

To provide adequate bus service, light rail transit and support facilities to satisfy the needs of the community and region.

SECTION 2.7131. TRANSIT SYSTEM

Policies:

A. The City shall coordinate and encourage the existing bus system to serve newly developed areas.

B. The City shall investigate the responsibilities of development in providing necessary on-site and off-site bus system improvements including bus shelters within new commercial, residential, and industrial developments.

C. The City shall cooperate with relevant entities and agencies in the development of regional public transportation systems and facilities.

D. The City shall encourage the development of light rail transit corridors in the City, North County and the region as a whole.

SECTION 2.7132. RAILROAD

Objective:

To improve and modernize railroad facilities within Oceanside and the region.

Policy:

A. The City shall encourage the use of the railroad right-of-way for landscaping, parking facilities, recreation areas and similar uses.

SECTION 2.72. UTILITIES

Objective:

To assure the long-term efficient economic and aesthetic provision of public utilities to the City and its residents and businesses.

SECTION 2.721. UTILITY CORRIDORS

Objective:

To provide sufficient buffering from utility corridors and surrounding land uses to protect the public safety and welfare and ensure the long term use of utility corridors.

Policies:

A. The City shall require sufficient screening, fencing, noise attenuation, landscaping, open space setbacks or other permanent mitigation or buffering measures between utility corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize to the maximum extent possible negative impacts to adjacent surrounding land uses from the particular utility corridor.

B. The City shall encourage the coordination combination of multiple utilities into one unified corridor or corridor network. By consolidating utility corridors negative impacts associated with utility corridors can be more effectively and efficiently mitigated; overall corridor maintenance costs are decrease, less land is used in corridor right-of-ways and the citizens of Oceanside will have a clearer understanding of the importance and scope of a utility corridor network.

C. The City shall restrict any development, improvement and/or use of a utility corridor to assure the long-term low cost maintenance of the utility or utility corridor.

D. Pipelines transporting crude oil or natural gas from local off-shore drilling operations shall not be permitted within public rights-of-way or other utility corridors.

SECTION 2.722. WATER SUPPLY AND DISTRIBUTION

Policies:

A. The City of Oceanside, which buys water from the San Diego County Water Authority, is responsible for storage facilities and distribution system.

B. Water supply and distribution facilities shall be funded by assessment districts except in older portions of the City that already have service.

C. New development in unserved areas shall be approved only where an assessment district is formed that will provide storage facilities and distribution system prior to occupancy.

D. The water supply and distribution system shall be designed for logical service unit area to allow for development of the services unit area at the intensity proposed by the General Plan.

E. Should assessments be expanded to include new properties, the property owners of the original assessment shall be appropriately reimbursed for any resulting overassessments.

F. If the site of a proposed development does not meet these standards, a decision among the following alternatives should be made.

1) Approval based on plans to improve the water system using revenues from Citywide connection fees and user charges. This would be appropriate in some infill locations.

2) Approval upon payment of fees by the developer adequate to cover the development's share of needed improvements.

3) Deferral of approval until a plan for financing water service can be prepared and approved.

4) Deferral of approval until the supply of developable land with water service is reduced or extension of service to nearby land makes further extension logical.

SECTION 2.7221. FINANCING PRINCIPLES

Policies:

A. Where no assessment districts exist and water is not currently provided, development will be approved only upon formation of a district to finance water storage and distribution.

B. Where a single purpose assessment district exists or existing districts provide for only a portion of the need, development will be approved only upon the formation of an overlay district to provide the missing services.

SECTION 2.723. SEWAGE COLLECTION AND TREATMENT

Policies:

A. All new housing in the City of Oceanside shall pay a "per-unit" sewer connection charge.

B. The system should be designed for a logical service unit to allow for full development of the service area at the intensity proposed by the General Plan.

C. When facilities are built that benefit property not assessed, provisions should be made for reimbursement of owners of property assessed from later assessments of the property benefited.

D. If the site of a proposed development does not meet these standards, a decision among the following alternatives should be made:

1) Approval based on plans to improve the sewer system using revenues from Citywide connection fees and user charges. This would be appropriate in some infill locations.

2) Approval upon payment of fees by the developer adequate to cover the development's share of needed improvements.

3) Deferral of approval until a plan for financing sewer service can be prepared and approved.

4) Deferral of approval until the supply of developable land with sewer service is reduced or extension of service to nearby land makes further extension logical.

SECTION 2.724. MAJOR DRAINAGE

Policies:

A. The Master Drainage Plan will set standards for Citywide drainage.

B. Each assessment district (or tract in an infill area) should provide drainage improvements within its boundaries adequate to handle runoff when the drainage basin is fully developed to the intensity proposed by the General Plan.

SECTION 2.7241. FINANCING PRINCIPLES

Policies:

A. Acreage fees levied Citywide or by drainage basin to finance off-site improvements and to reimburse assessment districts or individuals required to build more than their proportional share of improvements.

B. Drainage charges should be based on the amount of runoff and evaluation of the responsibility for the problem combined with the benefits received.

1) Upstream development should bear a portion of the cost, even though it would not be subject to flooding if the drainage system were not built.

2) Downstream property owners who would not be able to develop without the basin-wide system would pay a larger share.

SECTION 2.725. ENERGY

Objective:

To assure the City and its citizens are appropriately served sufficient energy in the long-term.

Policies:

A. The City shall encourage the design, installation, and use of passive and active solar collection systems.

B. The City shall encourage the use of energy efficient design, structures, materials, and equipment in all land developments or uses.

C. The City shall encourage the use of long-term lower cost energy sources.

D. The City shall require the undergrounding of energy transmission lines and distribution systems to new land developments or uses.

SECTION 2.726. COMMUNICATION SYSTEMS

Objective:

To proved for the efficient and aesthetic functioning of communication systems within the City.

Policies:

A. The City shall encourage planning for the future communication system needs of individual land developments or uses and the city in general.

B. Communication facilities shall be required to conform visually with surrounding land uses and/or natural features.

Communication systems shall be:

C. The City shall require the consolidation and joint-use of communication facilities and structures whenever possible.

SECTION 2.73. PUBLIC EDUCATION FACILITIES

Objective:

To provide facilities which serve the educational and informational needs of the community.

SECTION 2.731. SCHOOLS

Objective:

To plan for an provide a consistent level of quality education facilities concurrent with community needs in cooperation with the appropriate local school districts.

Policies:

A. The City shall consider the effect of residential development on the existing and design capacity of all affected educational facilities as defined by the appropriate school district.

B. The City shall provide assistance, if requested, to the appropriate local school district for the maintenance of an acceptable ratio between school enrollment and facility capacity.

Implementation Program:

The City shall prepare a Community Facilities Element of the General Plan which shall define the policies and information programs to provide for school facilities for Oceanside's residents.

SECTION 2.732. LIBRARIES

Objective:

The objective of the Oceanside Public Library is to make available and accessible to all people of the City books and other materials which will assist and encourage the to:

- Continually educate themselves
- Keep pace with progress in all fields
- Become better citizens

- Become more capable in their daily occupations
- Develop their creative and spiritual capacities
- Appreciate and enjoy works of art and literature
- Make such use of leisure time as will promote personal and social well-being
- Contribute to the growth of knowledge

Implementation Program:

The City shall prepare a Community Facilities Element to the General Plan which shall define policies and implementation programs to provide for the present and projected library needs for Oceanside's residents.

SECTION 2.74. PUBLIC RECREATION FACILITIES

Objective:

To enhance the well-being of City residents by providing opportunities for relaxation, rest, activity, and education through a well balanced system of private and public park and recreational facilities distributed to serve the entire community.

Policies:

A. Enrich the quality of life for all citizens of Oceanside while providing constructive and creative leisure opportunities.

B. Provide recreational experience and programs that contribute to the total health of the individual while meeting the desires of the community as a whole.

C. Provide adequate parkland acreage in both location and size to meet the recreation needs of existing and future residents and to preserve natural resources within the City.

D. Develop park sites to provide diverse recreational facilities to meet the active and passive recreational needs of Oceanside residents.

E. Provide for the optimum functional and aesthetic integration of all recreational, environmental, cultural and social elements into Oceanside parks.

F. Improve and modernize Oceanside parks to overcome both design deficiencies and any deterioration of existing facilities.

G. Distribute future park sites to equitably serve a greater number of Oceanside residents while reducing annual maintenance and operation costs.

H. Maintain the presence of parklands and open space as a fundamental element to conserve and enhance the natural environment thereby improving the quality and liveability of the City of Oceanside.

I. Emphasize trail linkage opportunities between community, County, and State open space systems and recreation facilities and throughout those private developments where deemed both suitable and appropriate.

J. Foster cooperative use of existing land resources and recreational facilities between other public and quasi-public agencies.

K. Operate and maintain Oceanside park and recreation facilities through programs that are designed for the most effective use and enhancement of the park site at the least cost possible.

L. Define basic objectives, financing and alternative/non-traditional means for timely and balanced development of park and recreation facilities in Oceanside.

Implementation Program:

1. The City shall prepare an updated Community Facilities Element in fiscal year 1986-87, which along with the City's updated Master Parks and Recreation Plan shall define specific policies and detailed implementation programs to provide for Public Recreation Facilities for Oceanside's residents.

CHAPTER THREE

NATURAL RESOURCE MANAGEMENT

Goal:

Continual evaluation of the state of the environment and formulation of a program of planned management, wise utilization and preservation of natural resources to ensure the health, safety and welfare of present and future generations.

Policy:

A. Natural resource management shall be a workable program to conserve natural resources and preserve significant open space.

ARTICLE 3.0
EVALUATING THE STATE OF THE ENVIRONMENT

Objective:

To research and prepare a natural resource management system. This data base along with other information shall be used by the City, citizens and developers to assist in the identification, management or preservation of natural resources.

Policies:

A. The City shall utilize the requirements of the California Environmental Quality Act (CEQA) as amended to assure that potential impacts to the environment are properly evaluated.

B. The City, through the procedures established by both the State of California's CEQA Guidelines and the City of Oceanside's Local CEQA Guidelines, shall identify, evaluate, and mitigate significant impacts to the environment.

C. The City shall assure the proper evaluation through the environmental review process of sensitive and potentially valuable wildlife habitats. Such habitats include, but are not limited to:

    1) Wetland Habitats such as -

        a) Coastal Marshes
        b) Fresh Water Marshes
        c) All Riparian, Oak or Willow Woodlands
        d) San Luis Rey River Area

e) Loma Alta Creek Area
f) Buena Vista Creek Area
g) Buena Vista Lagoon Area
h) Guajome Lake Area

2) Sensitive Habitats or Vegetation Associations such as:

a) Coastal Sage Scrub Vegetation
b) Heavy Clay Soils within Coastal Sage Scrub Vegetation
c) Maritime Desert Scrub Vegetation
d) Cliffs and Banks above the San Luis Rey River
e) Natural drainage areas

D. The City shall recognize the importance of sensitive or potentially valuable wildlife habitats and support efforts to preserve these resources.

E. The City shall develop a natural resource management data base until the natural resource management data base system is prepared, resource sensitivity analysis shall be required of projects which pose and impact on the City's natural resources. Resource sensitivity analysis shall be consistent with goals, objectives and policy of natural resource management.

Implementation Programs:

1. The City shall develop a natural resource management data base and other information which the City, citizens, and potential developers can utilize to assist in the identification, management or preservation of natural resources.

2. The City's natural resource management data base system shall include information and programs to:

Water:

a) Reduce water consumption on a per capita basis,

b) Minimize pollution of water bodies including lakes, lagoon, rivers, streams, creeks and ground water,

c) Minimize potential loss of life and property in flood areas, and

d) Dedicate land in flood prone areas to open space.

Soil Erosion and Drainage:

e) Mitigate soil and landform erosion,

f) Plan and engineer land for erosion control, and

g) Work with State, Federal and local agencies to resolve beach erosion.

Biotic

h) Conserve and enhance vegetation and wildlife habitats, especially areas of rare and endangered or threatened species.

Air Quality:

i) Improve air quality in cooperation with county, state and federal agencies.

Cultural Resources:

j) Encourage the conservation and protection of significant cultural or scientific resources for future scientific, historic and educational purposes.

Scenic Resources:

k) Encourage the preservation of significant visual open spaces.

ARTICLE 3.1
ENVIRONMENTAL RESOURCE MANAGEMENT

SECTION 3.11 VEGETATION AND WILDLIFE HABITATS

Objective:

Recognition and preservation of significant areas with regard to vegetation and wildlife habitats.

Policies:

A. A biological survey report, including a field survey, shall be required for a proposed project site if the site is largely or totally in a natural state or if high interest species of plants or animals have been found on nearby properties.

B. Where appropriate, the City shall apply open space land use designations and open space zoning to areas of significant scenic, ecological or recreational value.

C. In areas where vegetation or wildlife habitat modification is inevitable, mitigation and/or compensatory measures such as native plant restoration, land reclamation, habitat replacement or land interest donation will be considered.

D. Areas containing unique vegetation or wildlife habitats shall receive a high priority for preservation.

E. Specific plans shall be developed in conjunction with regional and county agencies where appropriate, for areas where there is occurrence of endangered or threatened species.

SECTION 3.12. FLOODPLAIN

Policies:

A. Construction is prohibited within the floodway and restricted in the floodplain by requiring flood-proofing measures for all structures.

B. The City shall require property owners with land adjacent to the floodway to make reasonable channel improvements concurrent with development of their land or to contribute to a fund for future improvement of the length of the channel by the City.

C. The entire length of Loma Alta Creek will be channelized due to the intensity of land use in the area. Improvements shall be based on containing 100-year flood flows.

SECTION 3.13. EROSION AND SILTATION CONTROLS

Objective:

To preserve the Buena Vista Lagoon's critical habitats by a comprehensive program of erosion and siltation control.

Policy:

A. The City shall continue to participate in the Buena Vista Lagoon Joint Powers Committee and to implement recommendations made by the Committee.

SECTION 3.14. GRADING AND EXCAVATIONS

Objective:

To provide mitigation recommendations for grading and excavations in the City of Oceanside.

Policies:

A. Investigation and evaluation of currently affected areas will indicate the measures to be included, such as the following measures:

1) Keep grading to a minimum, leave vegetation and soils undisturbed wherever possible.

2) Plant bare slopes and cleared areas with appropriate vegetation immediately after grading.

3) Chemically treat soils to increase stability and resistance to erosion.

4) Install retaining structures where appropriate.

5) Construct drainage systems to direct and control rate of surface runoff.

6) Construct silt traps and settling basins in drainage systems.

7. Construct weirs and check dams on streams.

SECTION 3.15. SOILS GROUP 1: La Jolla Group, Linda Vista Foundation, Quaternary Alluvium, and Beach Dune Sands

Policy:

A. The City shall recommend appropriate drainage structures for groundwater and surface water in Soils Group 1, such as:

1) Diverting surface water away from cut and full slopes.

2) Providing silt traps and setting basins downslope of grading and construction.

3) Requiring drainage of groundwater from Claystone beds.

4) Alluvium may require shoring during excavation due to high groundwater levels, and drainage systems.

5) Beach sand excavations also require shoring.

SECTION 3.16. SOILS GROUP 2: Igneous and Metamorphic Rocks and Residual Soils

Policies:

A. The City shall recommend against mass grading in Soils Group 2 (generally hard rock formations) due to difficulty and cost.

1) Granitic deposition is associated with springs. Groundwater drainage is recommended for weathered slopes.

2) Deeply weathered soils are unstable in steep slopes geologic investigations.

3) Engineering geologists, soil foundation engineers should consult investigations at individual development sites prior to excavation.

B. The City of Oceanside shall follow the grading ordinance as to enforcement of mitigation measures within the City of Oceanside

SECTION 3.17. COASTAL PRESERVATION

Policies:

A. The City shall attempt to preserve shoreline beach area as a valuable recreational asset and visitor inducement.

B. The City shall continue with periodic replenishment of beach sand by the Federal government until permanent beach sand management systems are decided on and implemented.

SECTION 3.18. AIR QUALITY

Policy:

A. The City shall cooperate with the San Diego County Air Pollution Control Board, and participate in the Regional Air Quality Control Strategy (RAQS).

SECTION 3.19. AGRICULTURAL RESOURCES

Policy:

A. The City shall apply agricultural land use designations and zoning classifications to areas of significant productive agricultural use.

B. Extension of City services to agricultural areas will be limited.

C. The City shall encourage participation of agricultural property owners in Williamson Act contracts.

ARTICLE 3.2
CULTURAL RESOURCES

Policies:

A. The City shall encourage open space land use designations and open space zoning or open space easements for the preservation of cultural resources.

B. The City shall encourage the acquisition, restoration and/or maintenance of significant cultural resources by private organizations.

C. Cultural resources that must remain in situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.

D. An archaeological survey report shall be prepared by a SOPA (Society of Professional Archaeologists) certified archaeologist for a project proposed for grading or development if any of the following conditions are met:

1) The site is completely or largely in a natural state;

2) There are recorded sites on nearby properties;

3) The project site is near or overlooks a water body (creek, stream, lake, freshwater lagoon);

4) The project site includes large boulders and/or oak trees; or

5) The project site is located within a half-mile of Mission San Luis Rey.

E. The presence of agriculture on a potential project site shall not preclude the requirement for an archaeological survey report if any of the above listed conditions are established.

SECTION 3.21. SCENIC OPEN AREAS

Policy:

A. The City shall encourage the preservation of significant visual open areas.

SECTION 3.22. WATER

Policy:

A. The City shall strive to completely reclaim waste water for re-use.

SECTION 3.23. PALEONTOLOGICAL RESOURCES

Objective:

Recovery, retention and evaluation of paleontological resources.

Policy:

A. Paleontological survey reports shall be prepared by a qualified paleontologist approved by the City for all proposed projects that are located in the area designated as having a high potential for fossils on the City's natural resource management date base system.

ARTICLE 3.3
MINING

Objective:

To provide for the conservation and development of mineral deposits of local and regional significance and to allow the environmentally sensitive extraction of said deposits while minimizing land use conflicts.

SECTION 3.31. MINERAL RESOURCE AREAS

Policies:

A. Mining operations shall be restricted to the following areas which contain mineral deposits determined to be of regional significance by the State Mining and Geology Board pursuant to the California Surface Mining and Reclamation Act of 1975 and those found to be essential to the economic well being of the City (see diagram 3.31).

B. Mineral Resource Areas shall remain in effect until the resource has been depleted or no longer exists in sufficient quantity or quality to be of benefit to the City and/or the region.

C. The City shall not approve, extend or amend any permit for mining operations that are not located within designated mineral resource areas.

SECTION 3.311. SAN LUIS REY RIVER BASIN

Policies:

A. The channel and flood-plan of the San Luis Rey River, beginning in the area of the Douglas Drive Bridge and extending upstream to the City limits, contains deposits of construction quality sand which may be extracted provided:

1) Mining operations do not intrude into nor endanger environmentally sensitive habitats or planned habitats.

2) The flow of sand to the Pacific Ocean is not significantly disrupted and that impacts to the City's beaches are appropriately mitigated.

3) Mining operations do not conflict with the San Luis Rey River Flood Control Project and terminate prior to its construction.

4) Sand extracted is used as construction material or for beach replenishment and not for landfill purposes.

5) Mining operations shall be limited to specified time periods not exceeding five (5) years.

SECTION 3.312 SOUTH COAST ASPHALT ROCK QUARRY

Policy:

A. The South coast Asphalt Rock Quarry located southwest of Highway 78 contains deposits of granitic rock which shall be permitted to continue mining operations until expiration of its permit in 1992.

SECTION 3.313 CRYSTAL SILICA

Policies:

A. The mining area of the Crystal Silica Company located northeast of the El Camino Real/Oceanside Boulevard intersection contains deposits of silica sand which shall be permitted to be mined under the provision of its permits and the Rancho del Oro Specific Plan and Development Agreement.

SECTION 3.32. LAND USE COMPATIBILITY

Policies:

A. When considering development proposals within urbanized sections of Mineral Resource Areas, the City shall balance the potential loss of the mineral deposit against the value of the development and consider the importance of the deposit to the regional market and not just its local significance.

B. Lands within Mineral Resource Areas designed agricultural or for open space shall be limited to those land uses which are compatible with mining operations or those which do not require high investment in structures, landscaping or other improvements and thereby precluding mining operations due to the higher economic value of the land and its improvements.

C. Mining operations shall mitigate all adverse impacts to surrounding properties and to public infrastructure improvements.

D. Mining operations shall apply all appropriate measures necessary to avoid soil instability, flooding or erosion hazards to life and property.

E. The City shall not approve, extend or amend permits for mining operations within established residential areas or within areas where residential projects have been approved.

F. Proposed developments within or adjacent to Mineral Resource Areas shall provide adequate buffering, building placement and phasing plans to assure compatibility with existing mining operations.

G. Development within or adjacent to Mineral Resource Areas shall not be permitted if found to significantly interfere with the future or continued extraction of the resource.

SECTION 3.33. RECLAMATION

Policies:

A. All mining operations shall provide reclamation plans to minimize water degradation, damage to aquatic or wildlife habitat, flooding, erosion and other adverse effects incidental to mining and/or processing activity.

B. Reclamation plans shall insure that all mined lands are reclaimed to a usable condition which is readily adoptable to alternate land uses consistent with their land use designation and create no danger to public health or safety.

C. Reclamation plans shall provide for the restoration of mined lands to establish landforms and vegetation consistent with the surrounding areas.

CITY OF OCEANSIDE

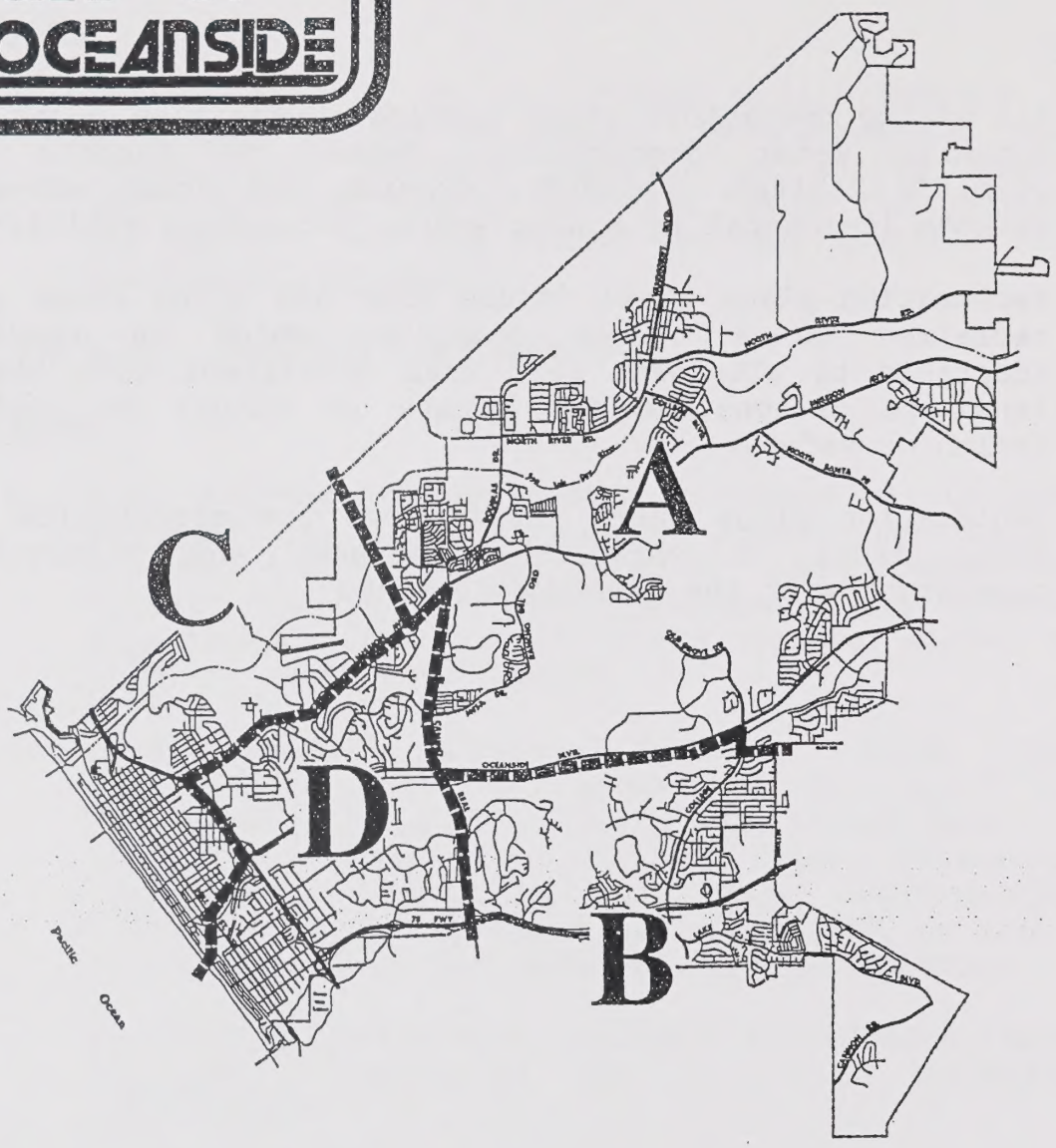


DIAGRAM 1.13 **1 of 2**

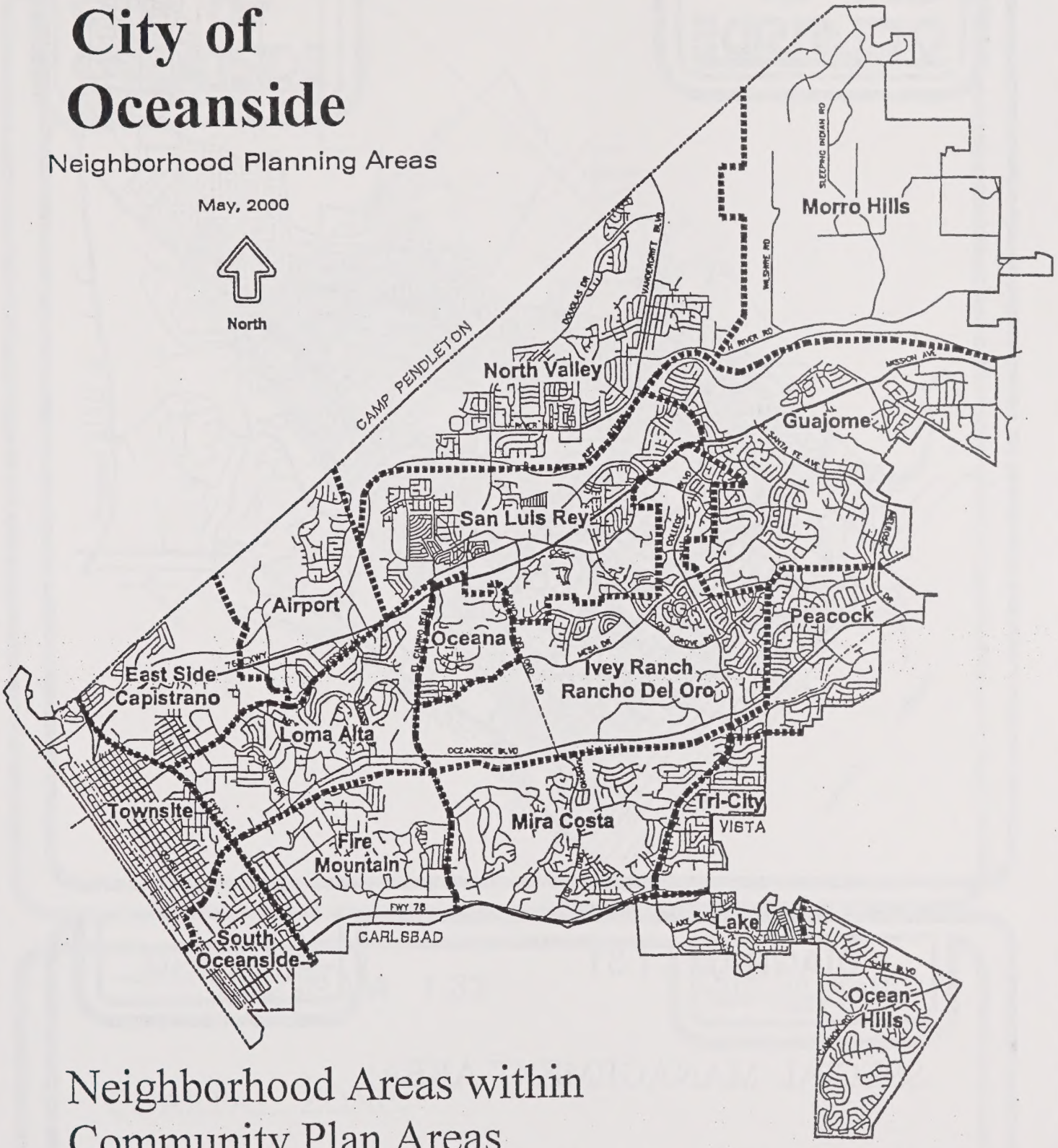
North NO SCALE
Scale

Community Plan Areas

City of Oceanside

Neighborhood Planning Areas

May, 2000



Neighborhood Areas within Community Plan Areas

DIAGRAM 1.13 2 of 2

CITY OF OCEANSIDE

DIAGRAM 1.31

North NO SCALE
Scale

SPECIAL MANAGEMENT AREA:

Airport Influence Area

CITY OF OCEANSIDE

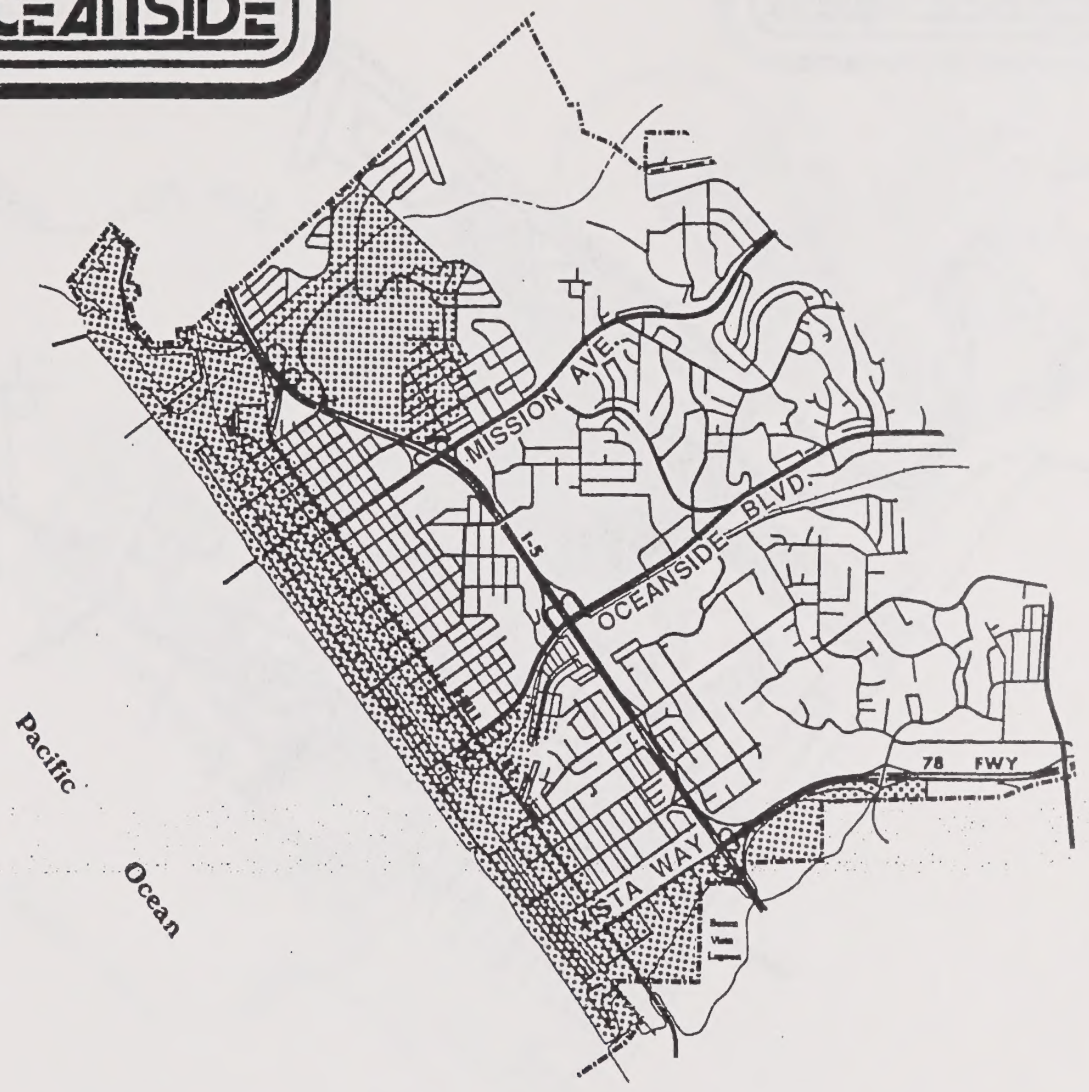


DIAGRAM 1.32

North NO SCALE
Scale

COASTAL ZONE:

Local Coastal Program (LCP) Boundary

CITY OF OCEANSIDE

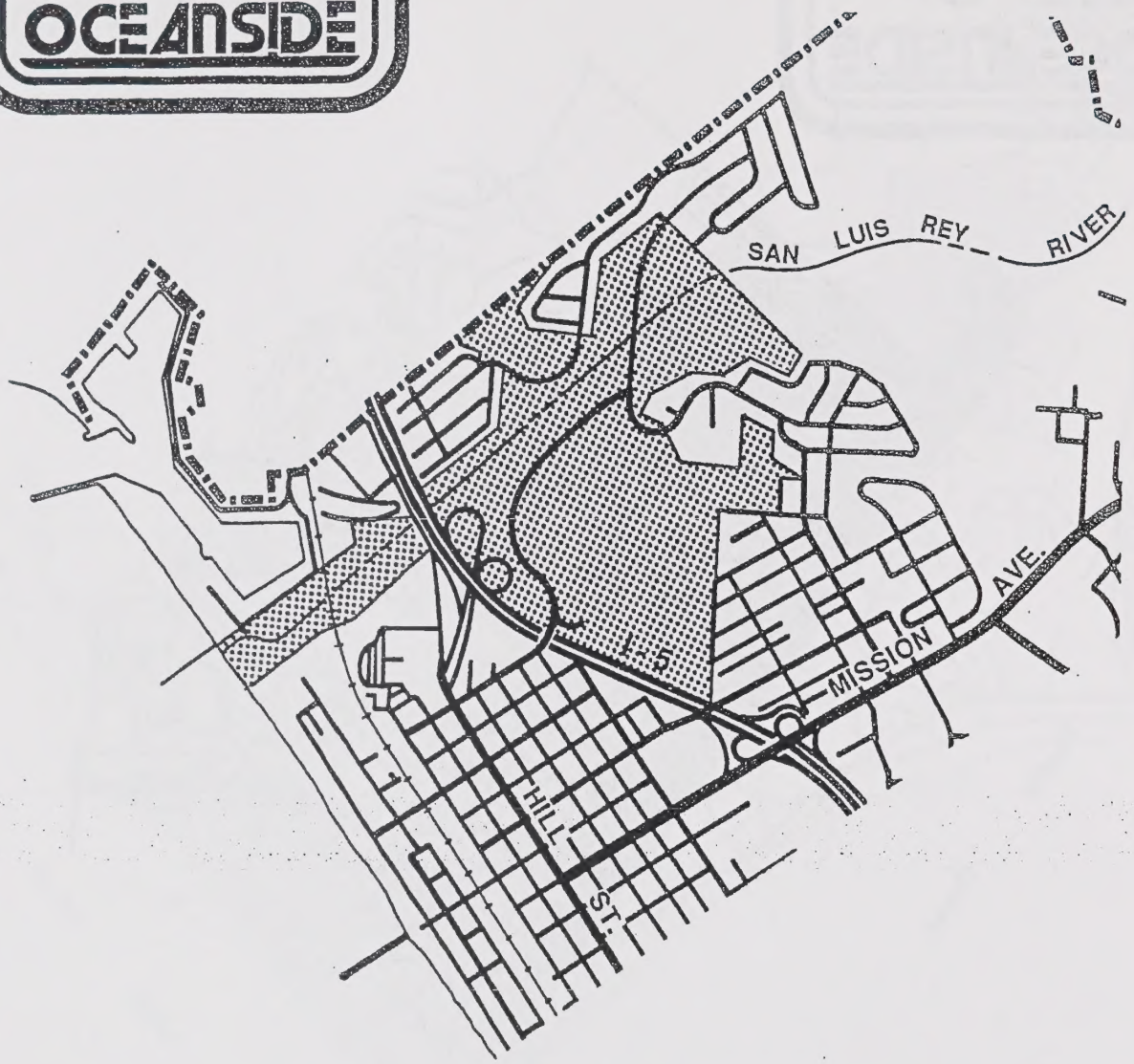


DIAGRAM 1.321

North NO SCALE
Scale

SPECIAL MANAGEMENT AREA:

Coastal Zone San Luis Rey River Specific Plan Boundary Map

CITY OF OCEANSIDE

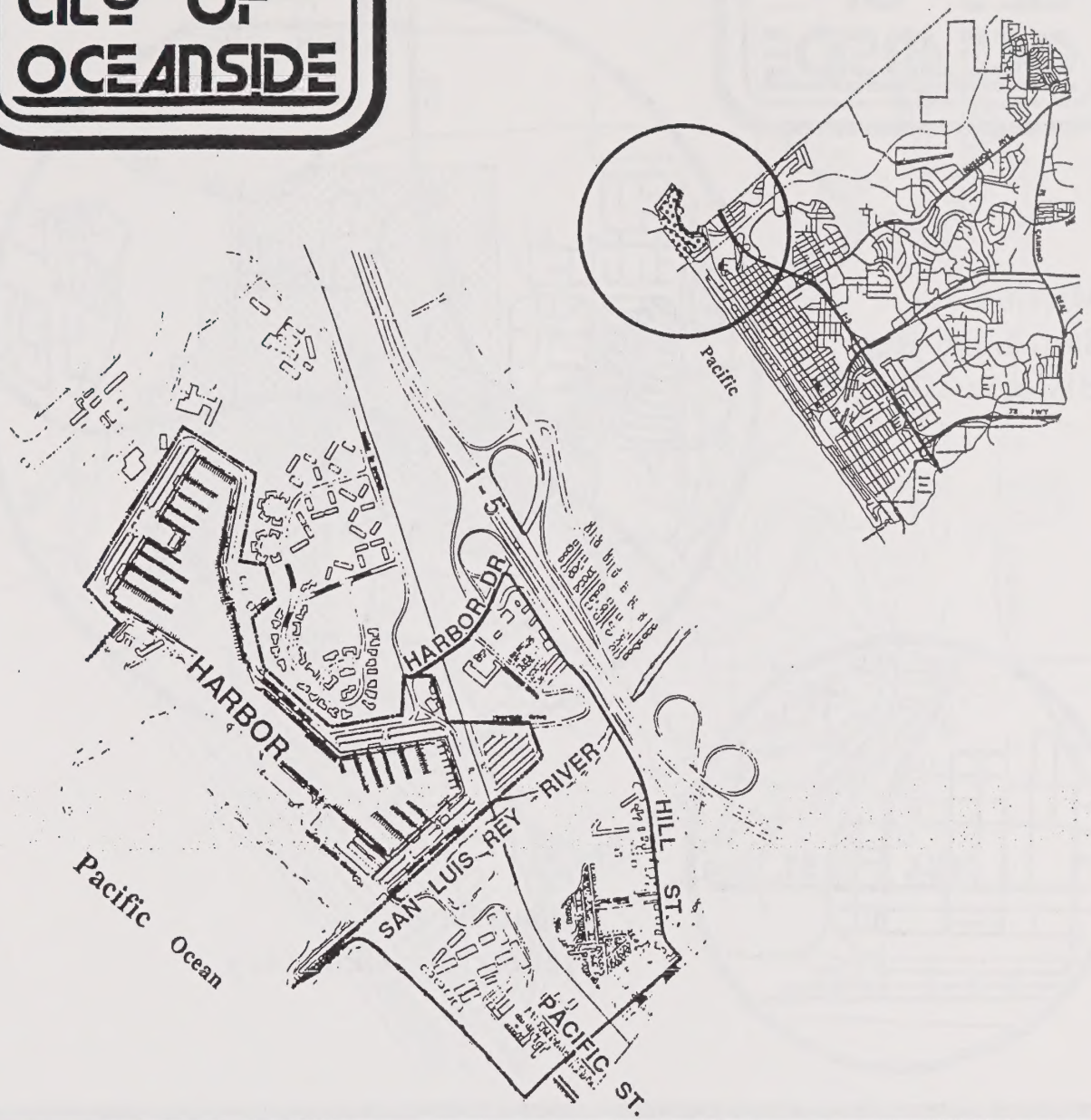


DIAGRAM 1.322

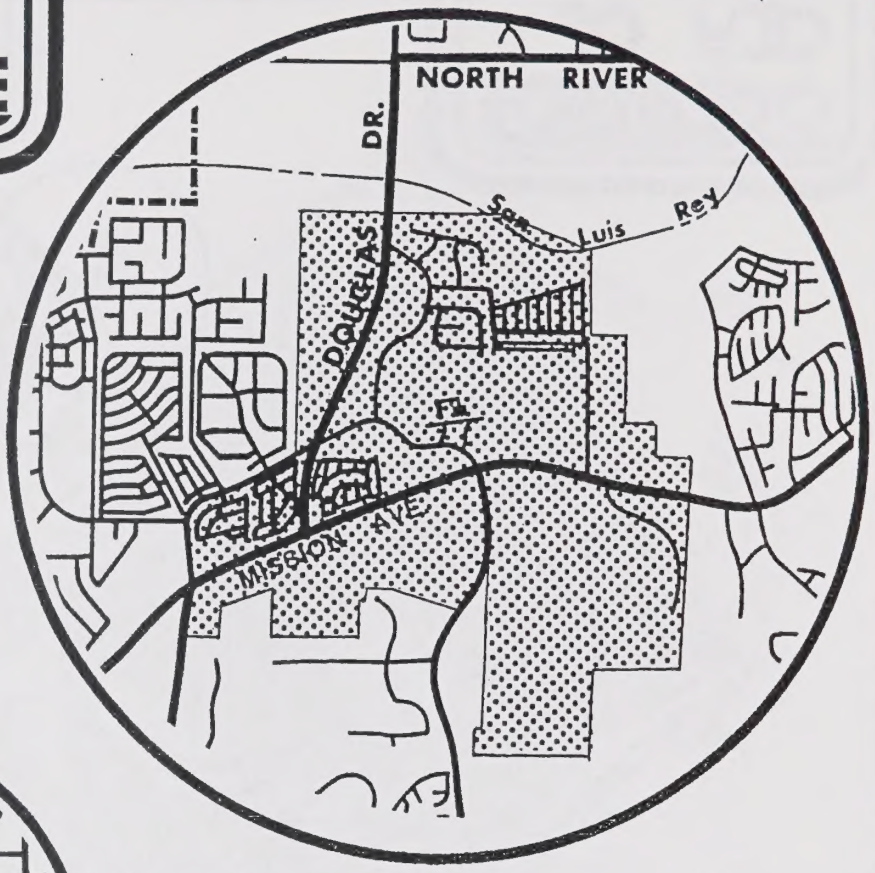
North NO SCALE
Scale

SPECIAL MANAGEMENT AREA:

Oceanside Small Craft Harbor Precise Plan

Land Use Element

CITY OF OCEANSIDE



Mission
San Luis Rey
Historic District

Oceanview
Memorial Cemetery

DIAGRAM 1.33

North NO SCALE
Scale

SPECIAL MANAGEMENT AREA:

Historic Areas and Sites

CITY OF OCEANSIDE

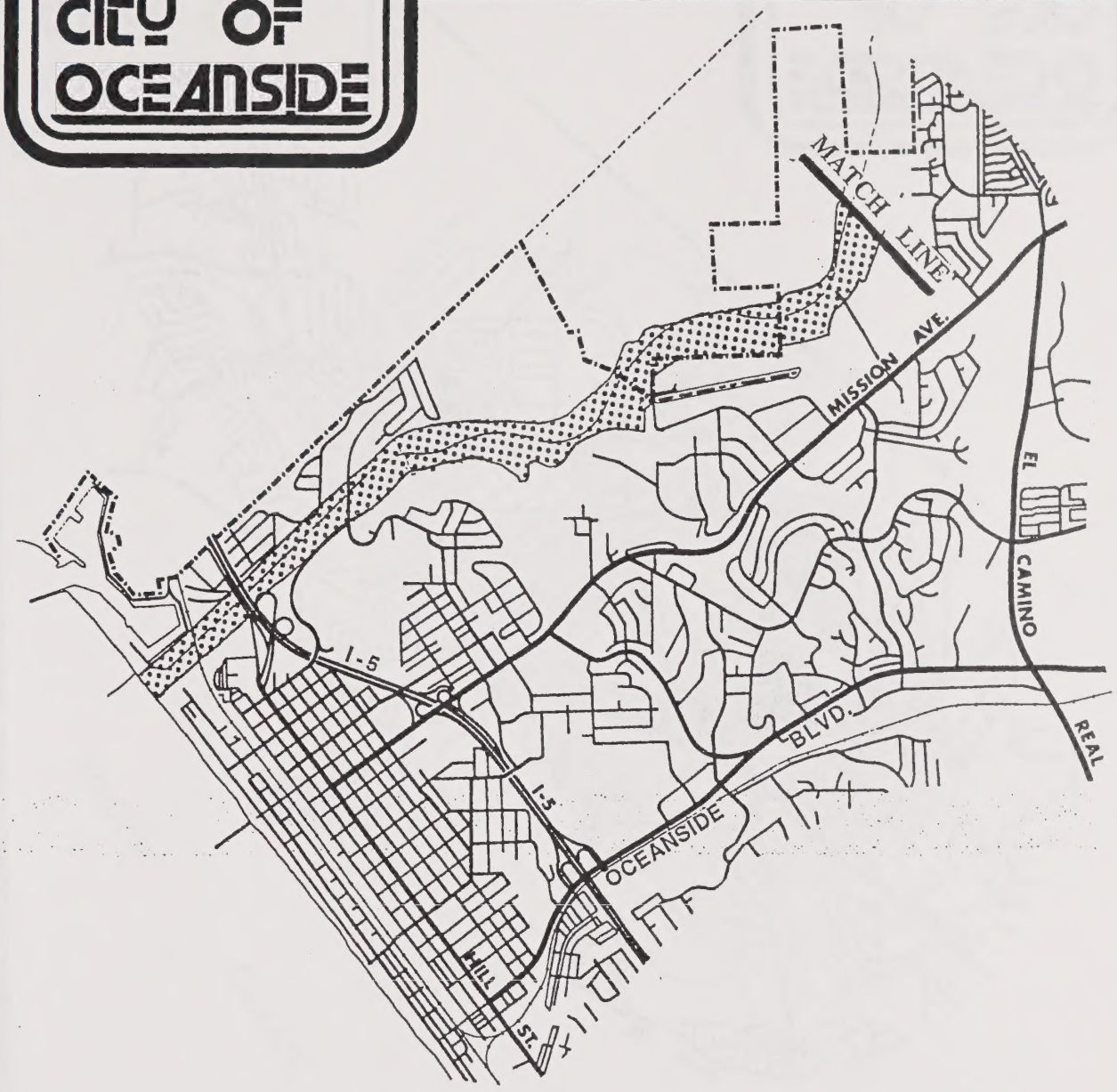


DIAGRAM 1.34 1 of 2

North NO SCALE Scale

SPECIAL MANAGEMENT AREA:

Specific Plan for the San Luis Rey River Flood Control Project

Land Use Element

CITY OF OCEANSIDE

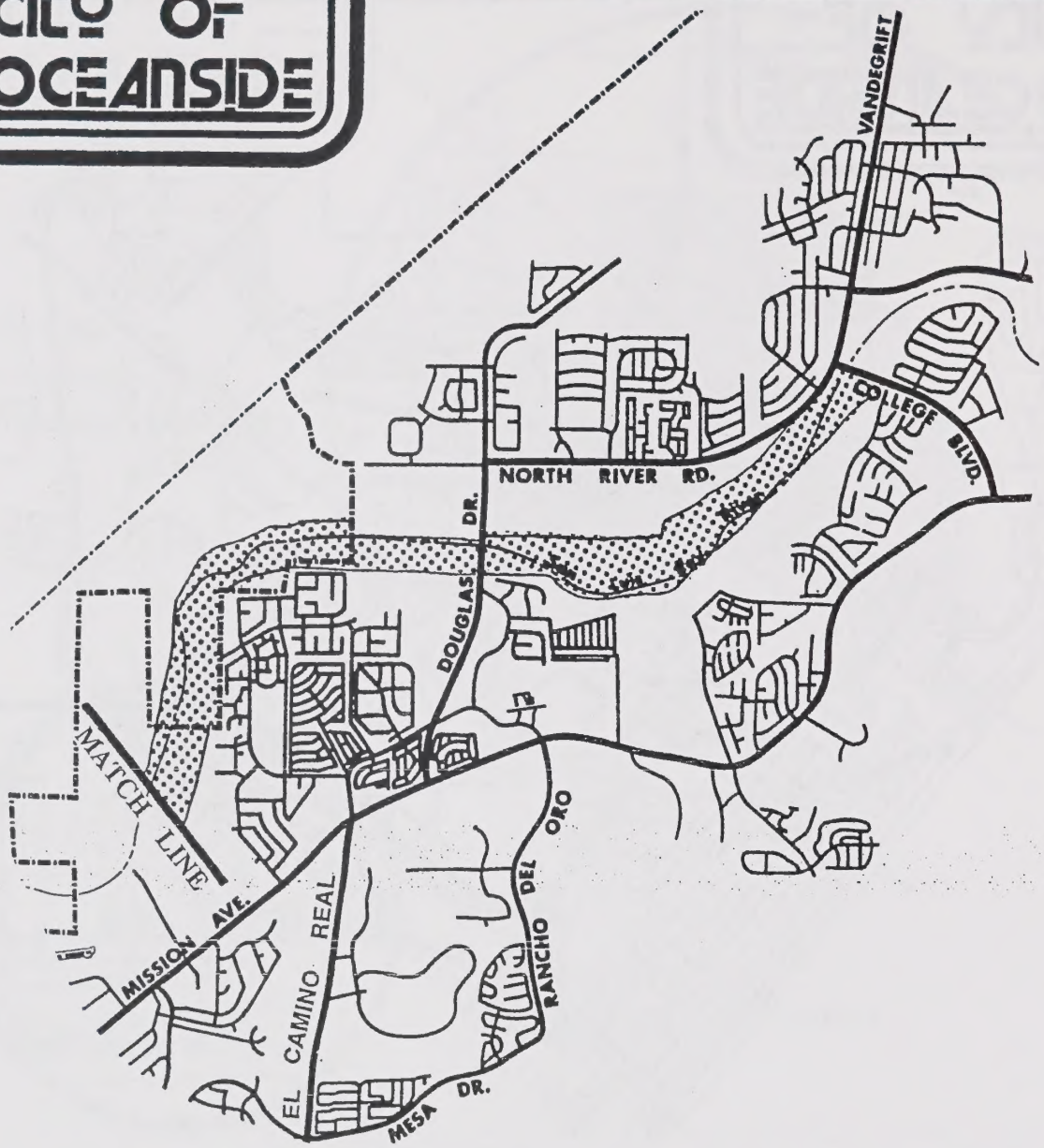


DIAGRAM 1.34 2 of 2

North NO SCALE Scale

SPECIAL MANAGEMENT AREA:

Specific Plan for the San Luis Rey River Flood Control Project

Land Use Element

CITY OF OCEANSIDE

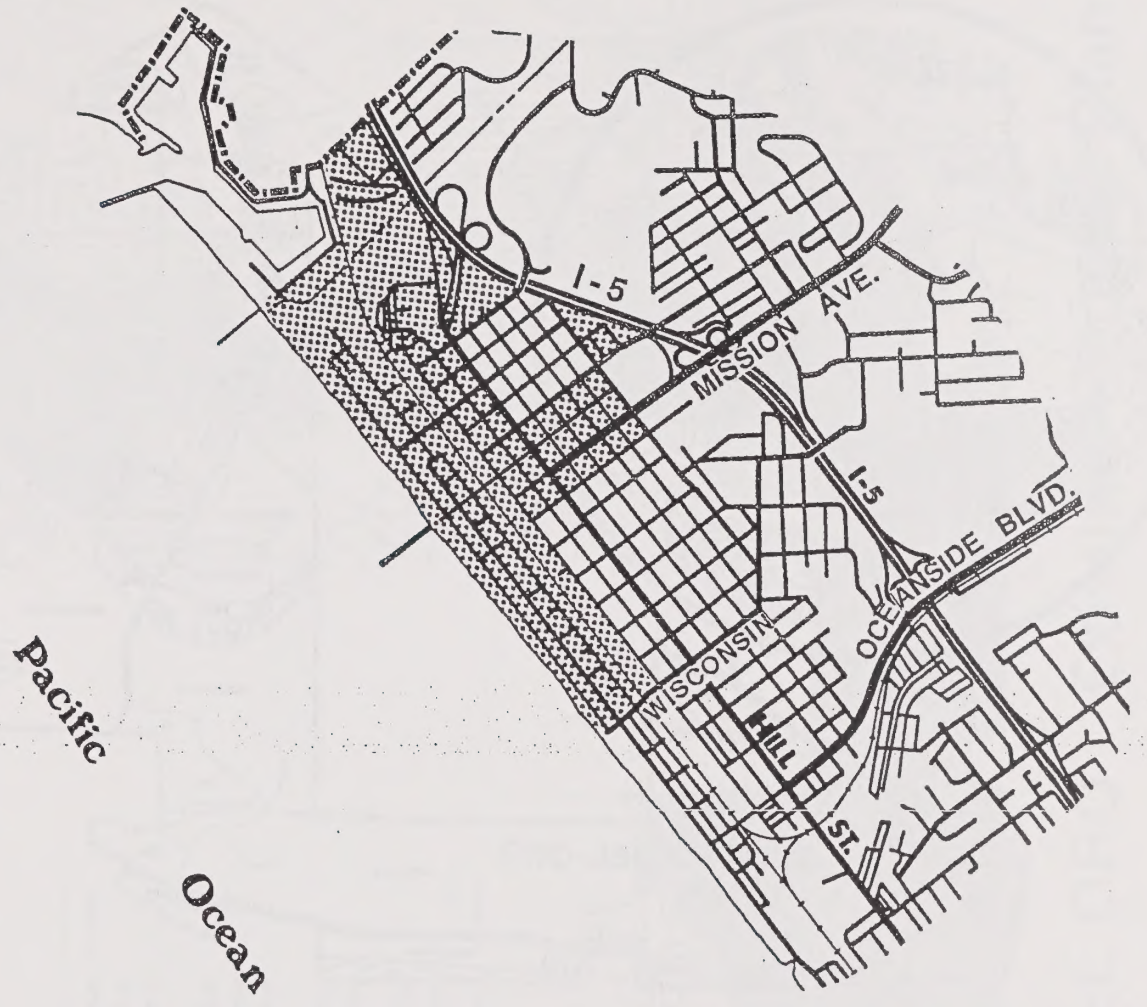


DIAGRAM 1.35

North NO SCALE Scale

SPECIAL MANAGEMENT AREA:

Redevelopment Project Area

CITY OF OCEANSIDE

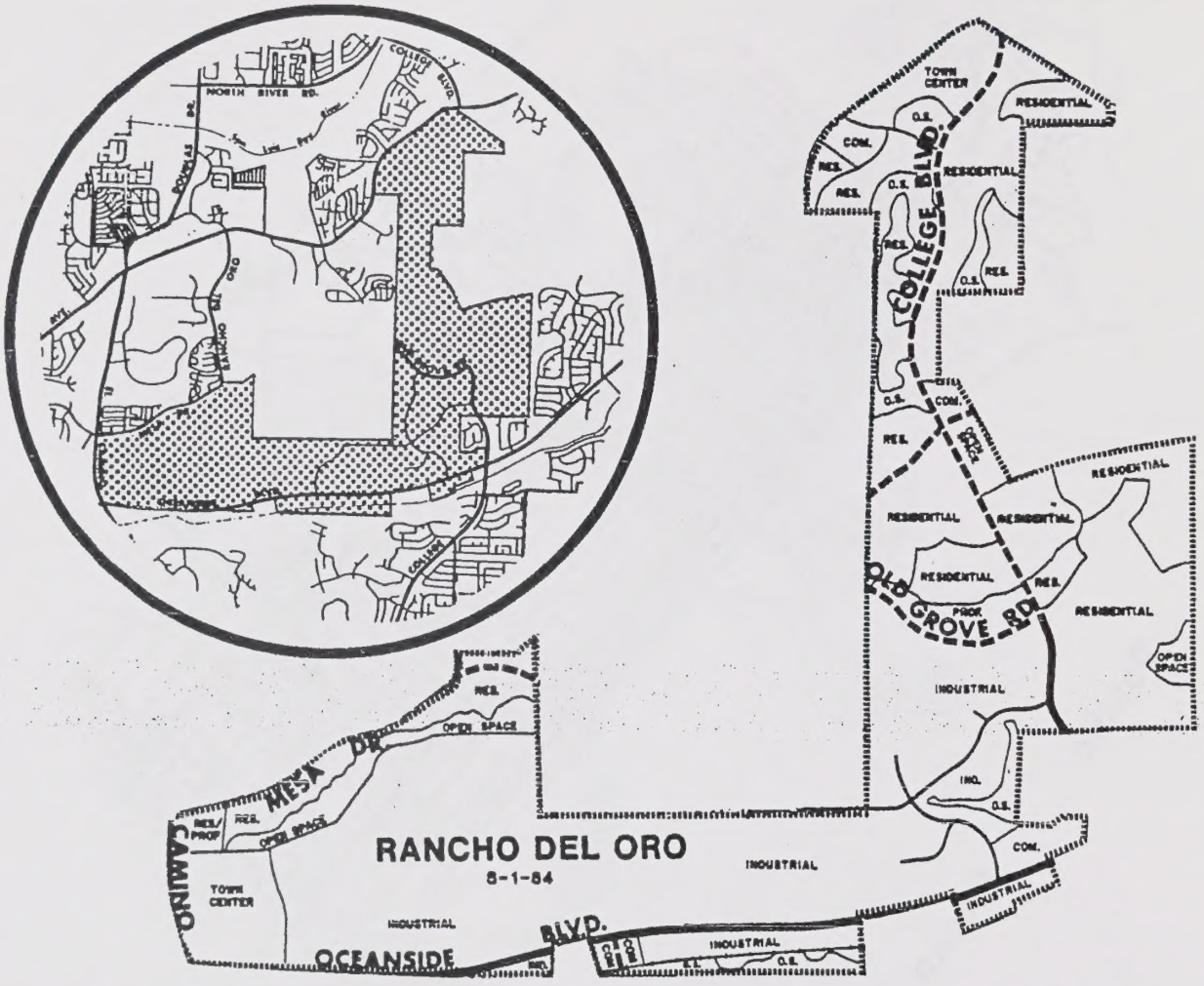


DIAGRAM 1.361 **1 of 3**

North NO SCALE
Scale

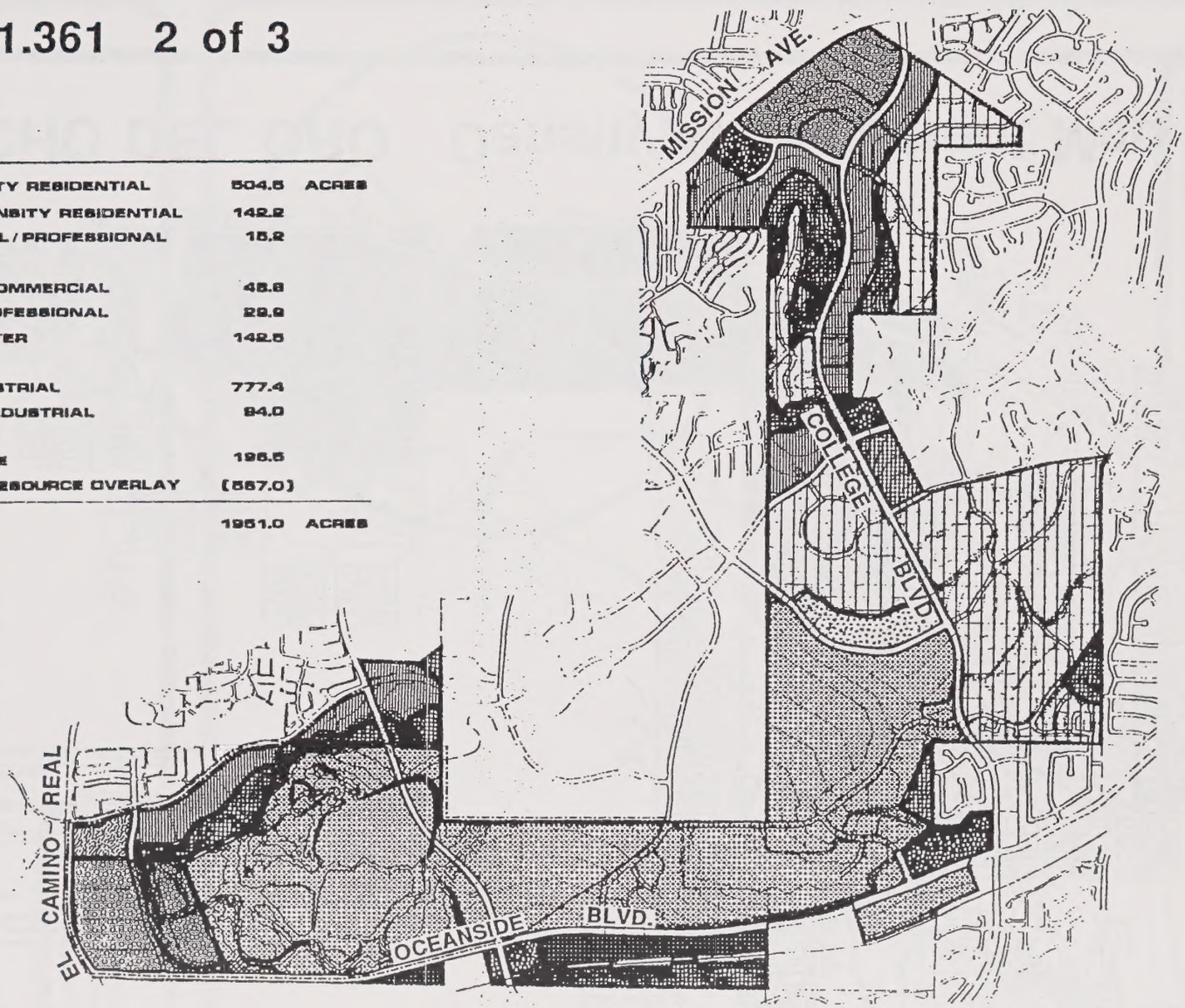
SPECIAL MANAGEMENT AREA:

Rancho Del Oro Specific Plan (Residential Density Transfer)

DIAGRAM 1.361 2 of 3

LEGEND

LOW DENSITY RESIDENTIAL	504.6	ACRES
MEDIUM DENSITY RESIDENTIAL	142.2	
RESIDENTIAL / PROFESSIONAL	15.2	
GENERAL COMMERCIAL	48.8	
OFFICE / PROFESSIONAL	29.9	
TOWN CENTER	142.5	
LIGHT INDUSTRIAL	777.4	
GENERAL INDUSTRIAL	94.0	
OPEN SPACE	196.5	
NATURAL RESOURCE OVERLAY	(567.0)	
TOTAL	1951.0	ACRES



RANCHO DEL ORO Existing General Plan

* General Plan Map as Valid in 1985

DIAGRAM 1.361 3 of 3

LEGEND

1.5	← TRACT NUMBER
38.0	← DEVELOPABLE ACRES*
380 10	← MAXIMUM ALLOWABLE
152 4	← MINIMUM ALLOWABLE

INDICATES APPROVAL OF TENTATIVE MAP AND/OR DEVELOPMENT PLAN. DENSITY HAS BEEN FIXED AS INDICATED ON THE RESIDENTIAL DENSITY MANAGEMENT TABLE.

← NON-RESIDENTIAL AREAS

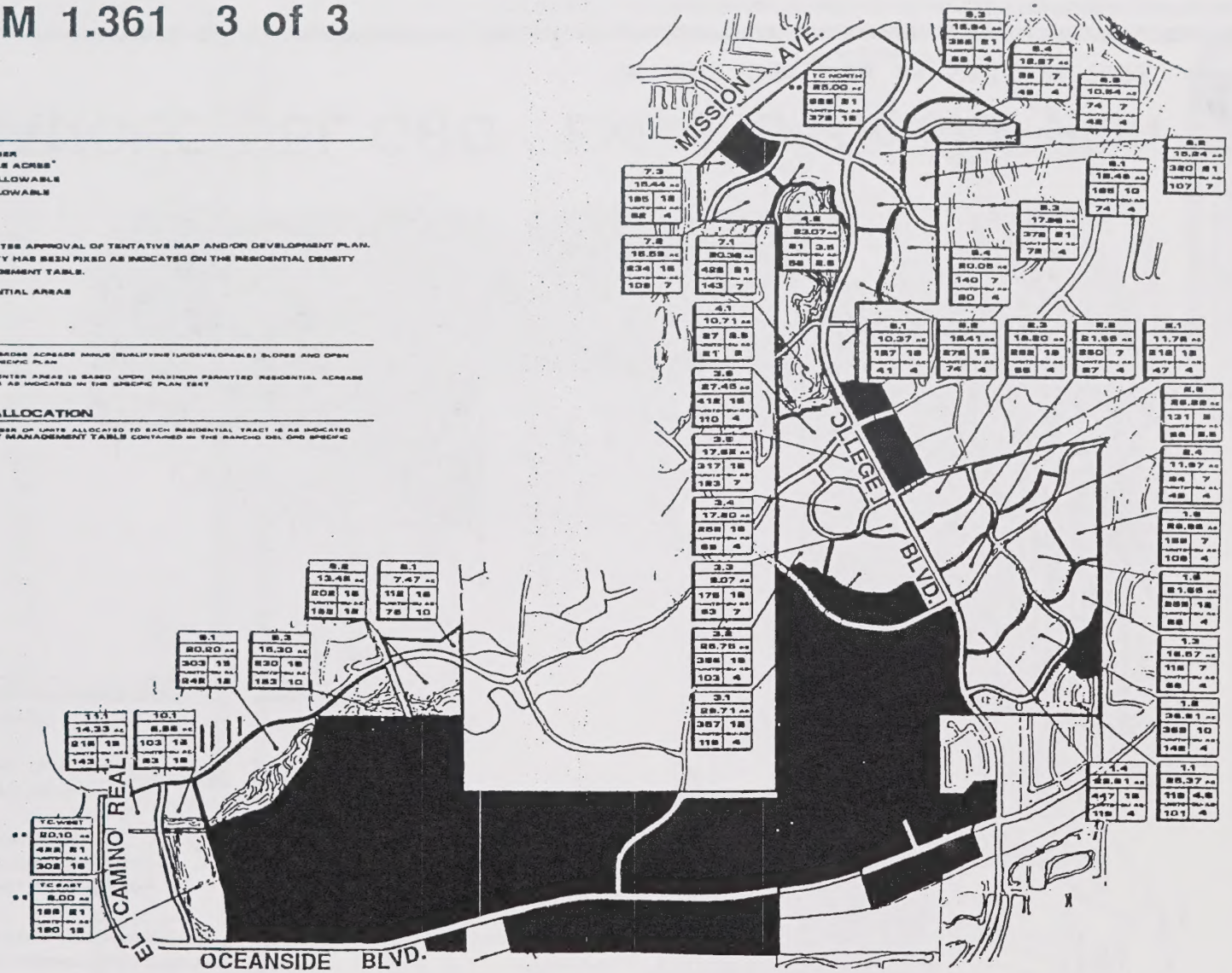
NOTES

*DEVELOPABLE ACREAGE EQUALS GROSS ACREAGE MINUS QUALIFYING (UNDEVELOPABLE) SLOPES AND OPEN SPACE AS DESIGNATED ON THE SPECIFIC PLAN.

**RESIDENTIAL ACREAGE IN TOWN CENTER AREAS IS BASED UPON MAXIMUM PERMITTED RESIDENTIAL ACREAGE IN EACH AREA PER LAND USE MIX AS INDICATED IN THE SPECIFIC PLAN TEXT.

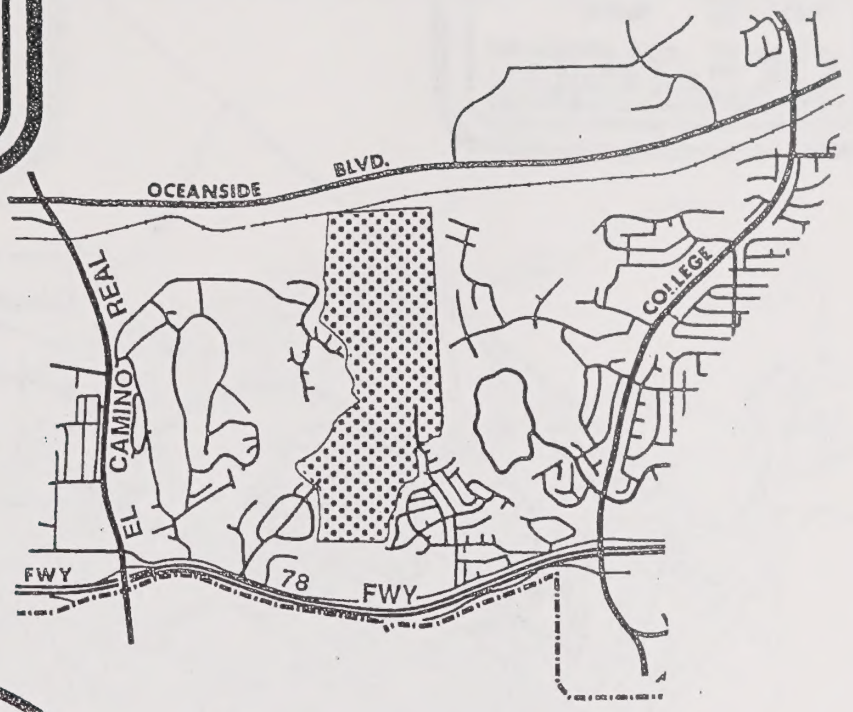
CURRENT DENSITY ALLOCATION

THE CURRENT DENSITY AND NUMBER OF UNITS ALLOCATED TO EACH RESIDENTIAL TRACT IS AS INDICATED ON THE RESIDENTIAL DENSITY MANAGEMENT TABLE CONTAINED IN THE RANCHO DEL ORO SPECIFIC PLAN TEXT.



RANCHO DEL ORO Density Management Map

CITY OF OCEANSIDE



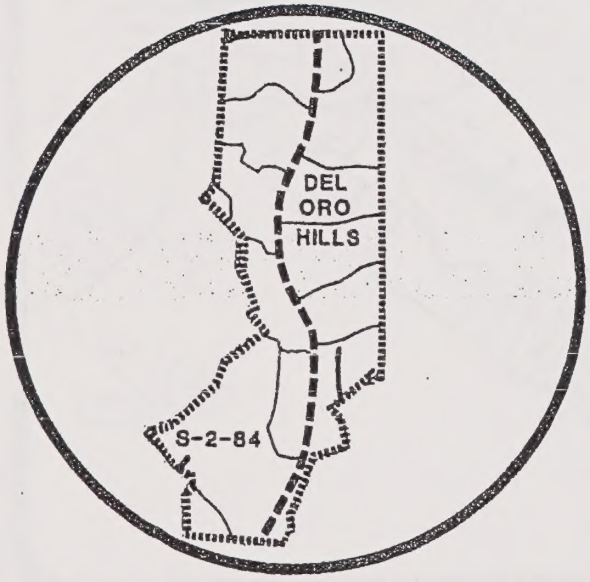


DIAGRAM 1.362

North NO SCALE
Scale

SPECIAL MANAGEMENT AREA:

Del Oro Hills Specific Plan (Residential Density Transfer)

CITY OF OCEANSIDE

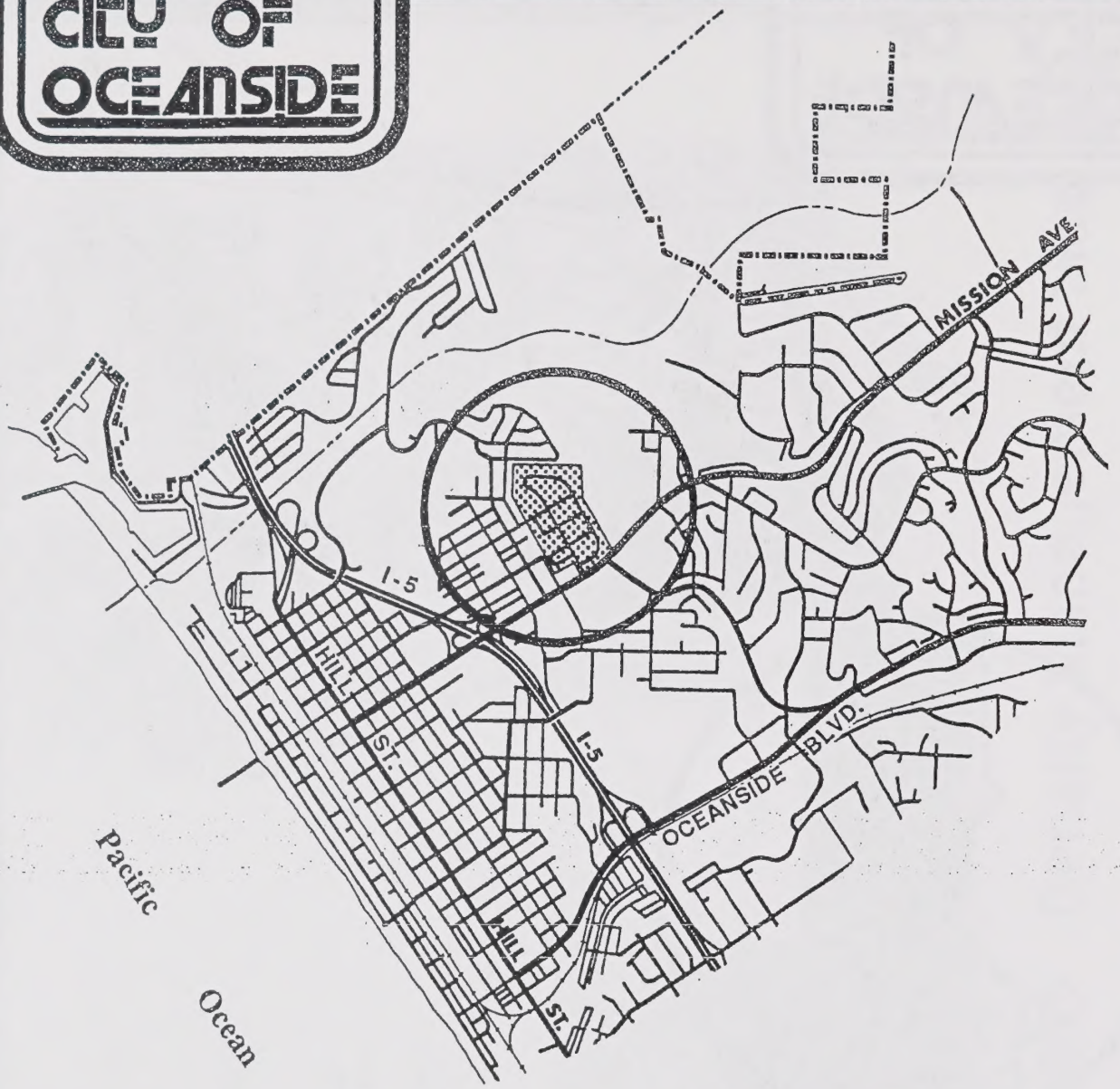


DIAGRAM 1.363

North NO SCALE
Scale

SPECIAL MANAGEMENT AREA:

Sterling Specific Plan (Residential Density Transfer)

CITY OF OCEANSIDE

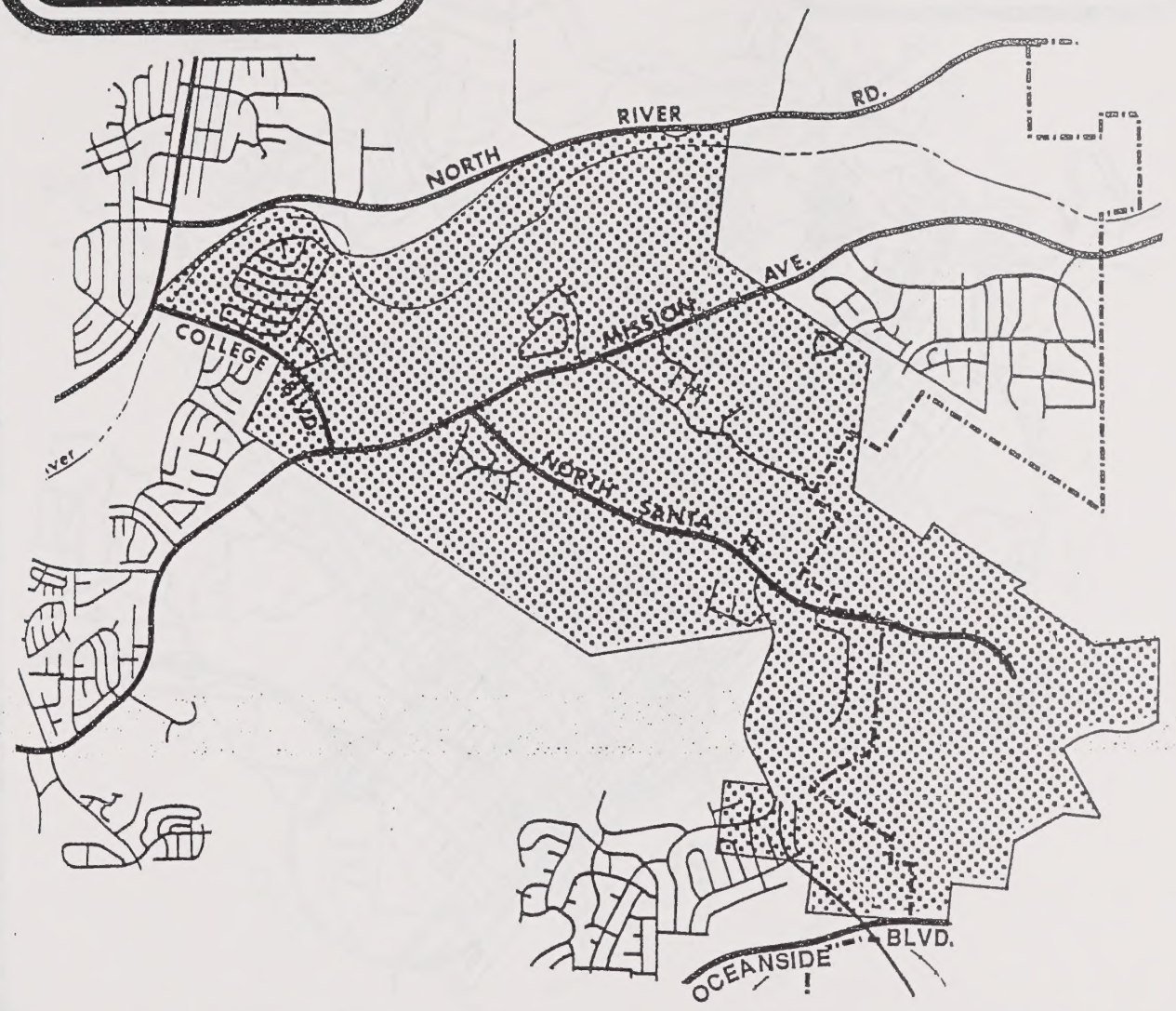


DIAGRAM 1.37

North NO SCALE Scale

SPECIAL MANAGEMENT AREA:

Guajome Regional Park Sphere of Influence

CITY OF OCEANSIDE

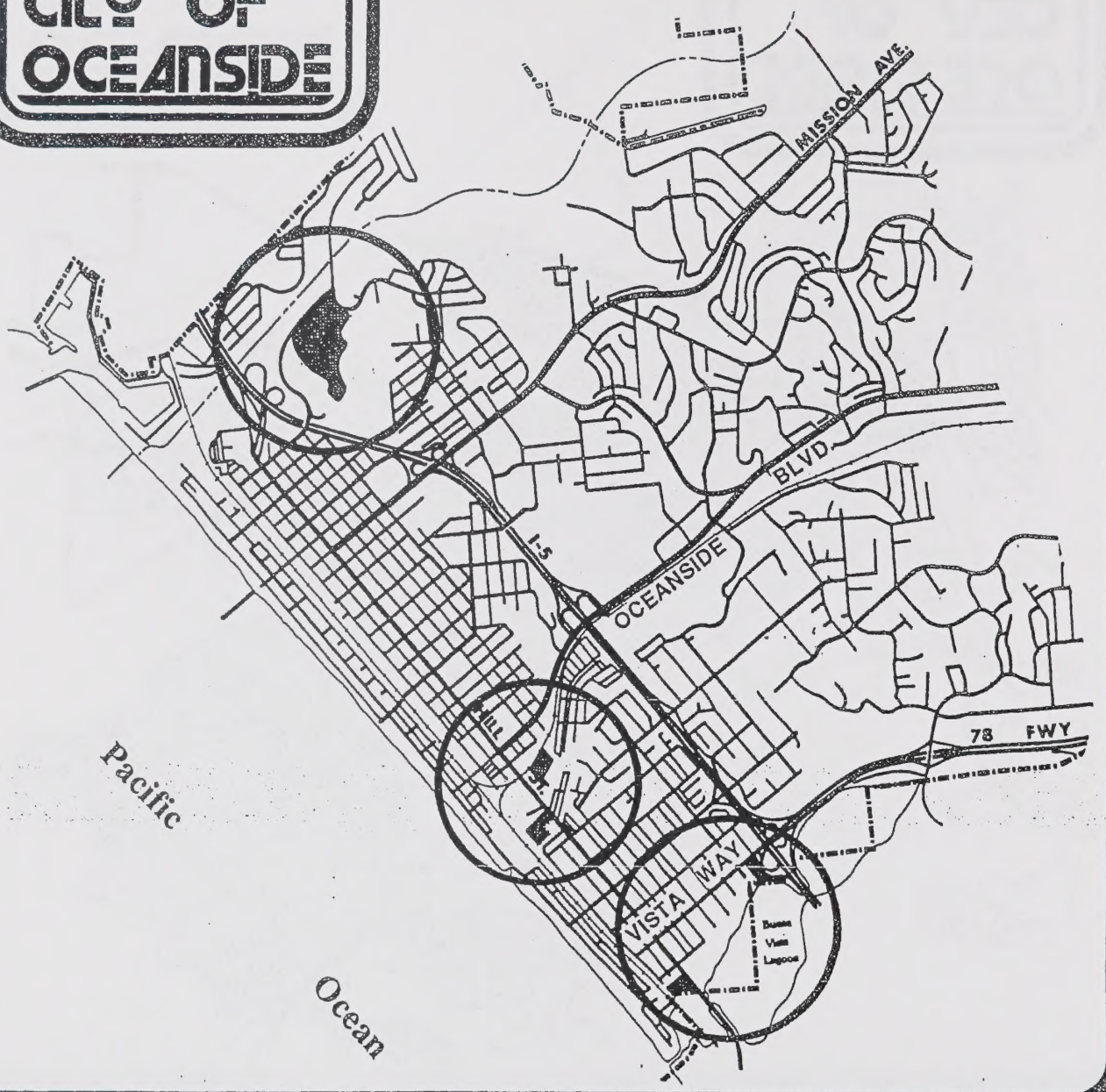


DIAGRAM 2.241

North NO SCALE
Scale

SPECIAL COMMERCIAL AREA:

Coastal Zone

Land Use Element

CITY OF OCEANSIDE

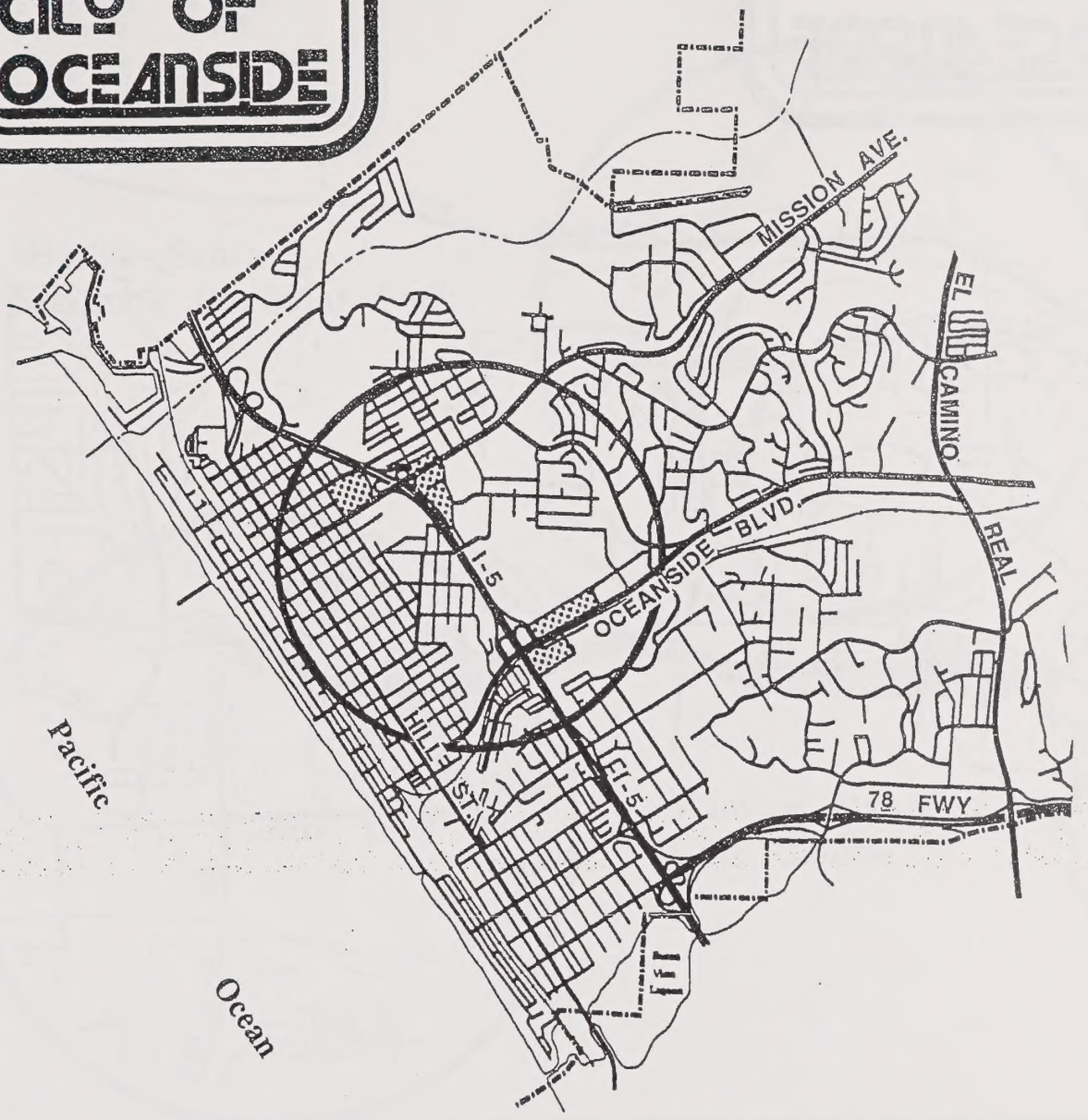


DIAGRAM 2.242 1 of 2

North NO SCALE Scale

SPECIAL COMMERCIAL:

Interstate 5 and Expressway 76 Corridor

CITY OF OCEANSIDE

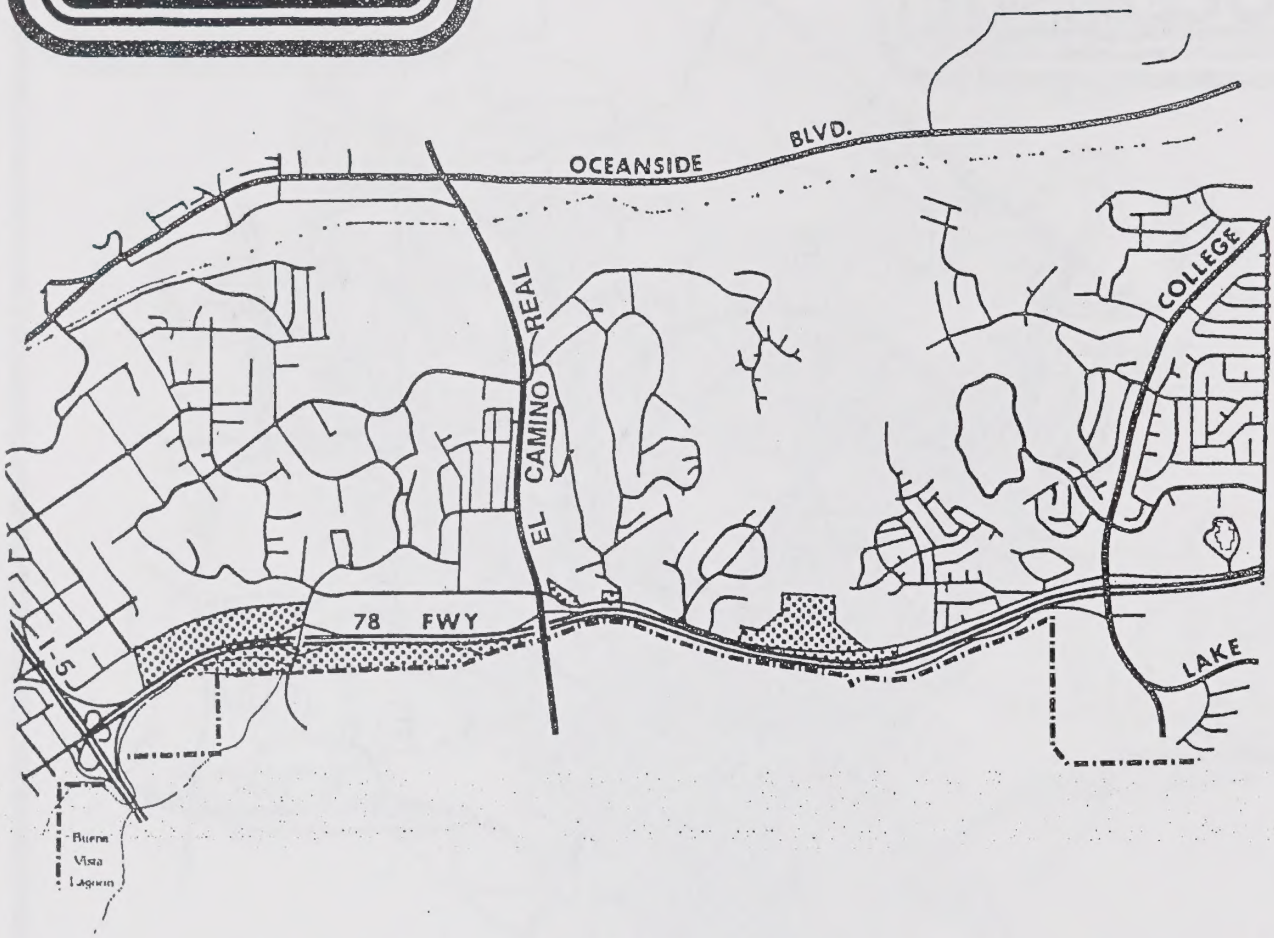


DIAGRAM 2.242 2 of 2

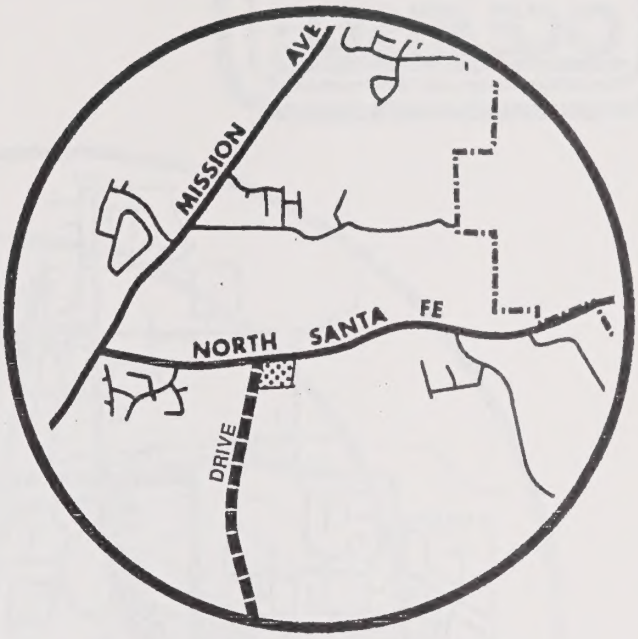
North NO SCALE
Scale

SPECIAL COMMERCIAL:

State Highway 78 and Frontage Property

CITY OF OCEANSIDE

Mission Santa Fe /
Guajome Regional Park



Whelan Ranch /
Golf Course

DIAGRAM 2.243

North NO SCALE
Scale

SPECIAL COMMERCIAL:

Scenic and Recreational

CITY OF OCEANSIDE

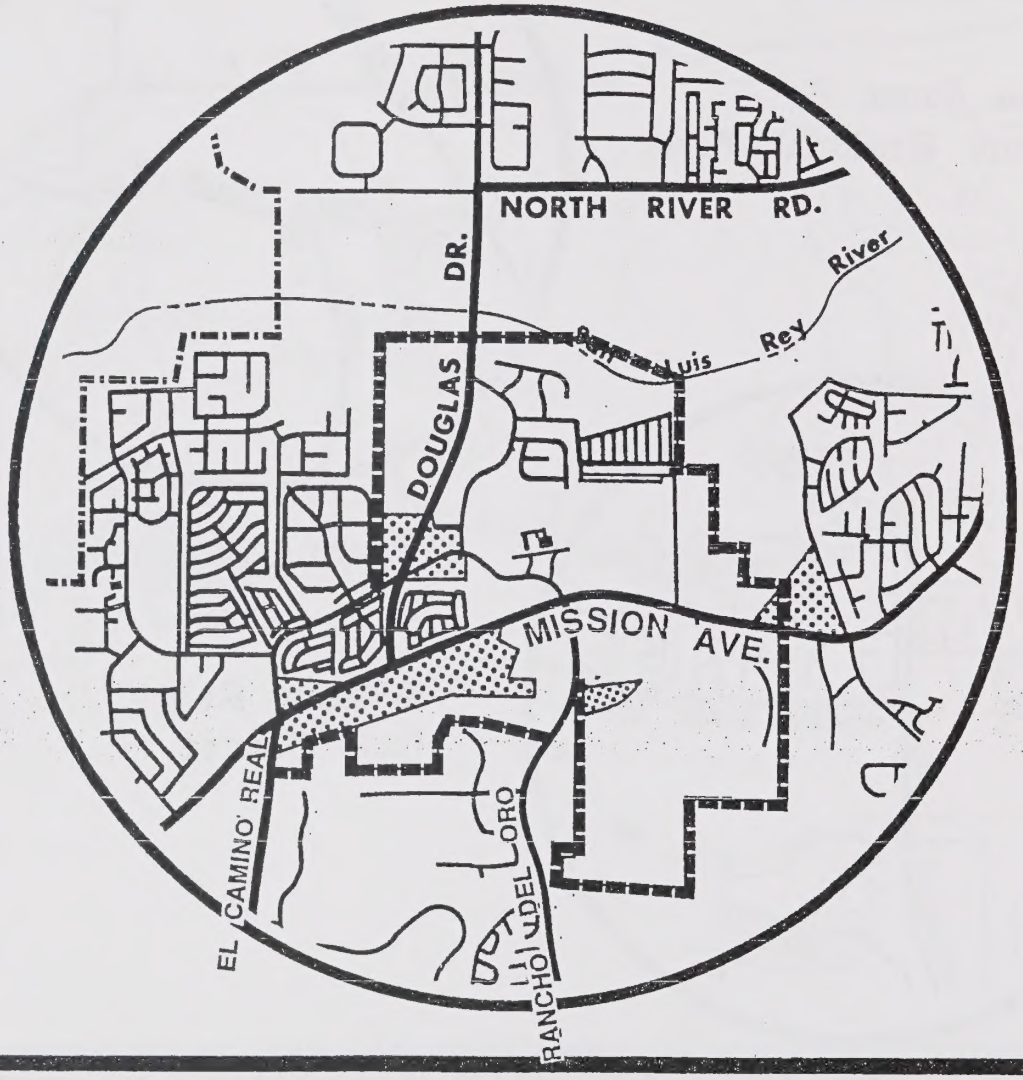


DIAGRAM 2.244

North NO SCALE Scale

SPECIAL COMMERCIAL:

Mission San Luis Rey Historic Area

CITY OF OCEANSIDE

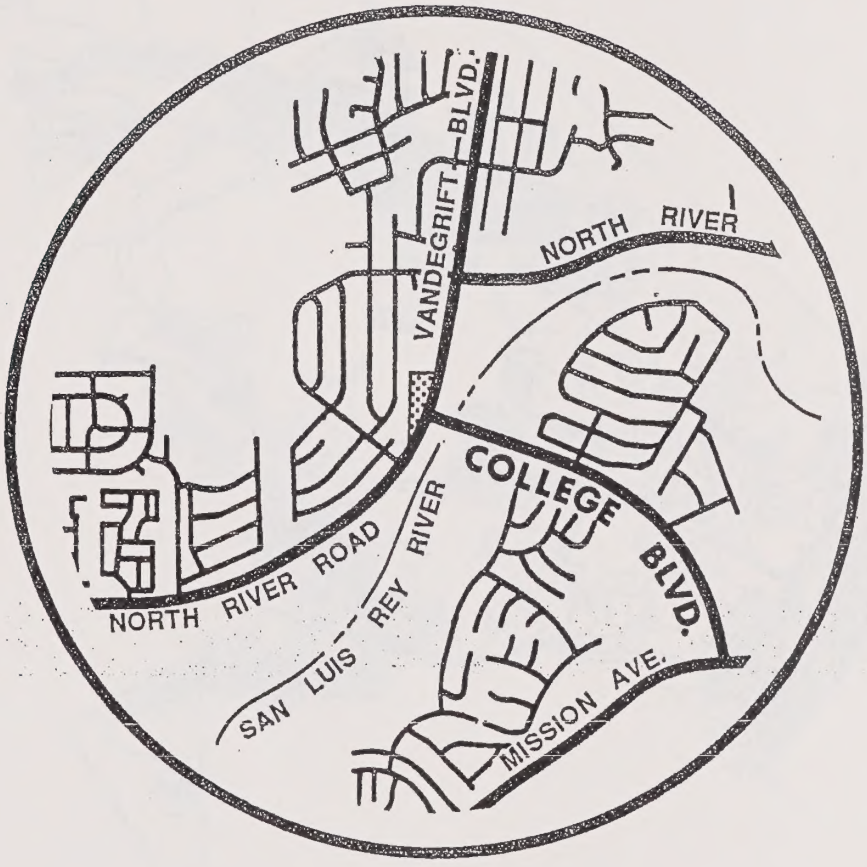


DIAGRAM 2.245

North NO SCALE Scale

SPECIAL COMMERCIAL:

College Boulevard and Vandegrift Boulevard

CITY OF OCEANSIDE

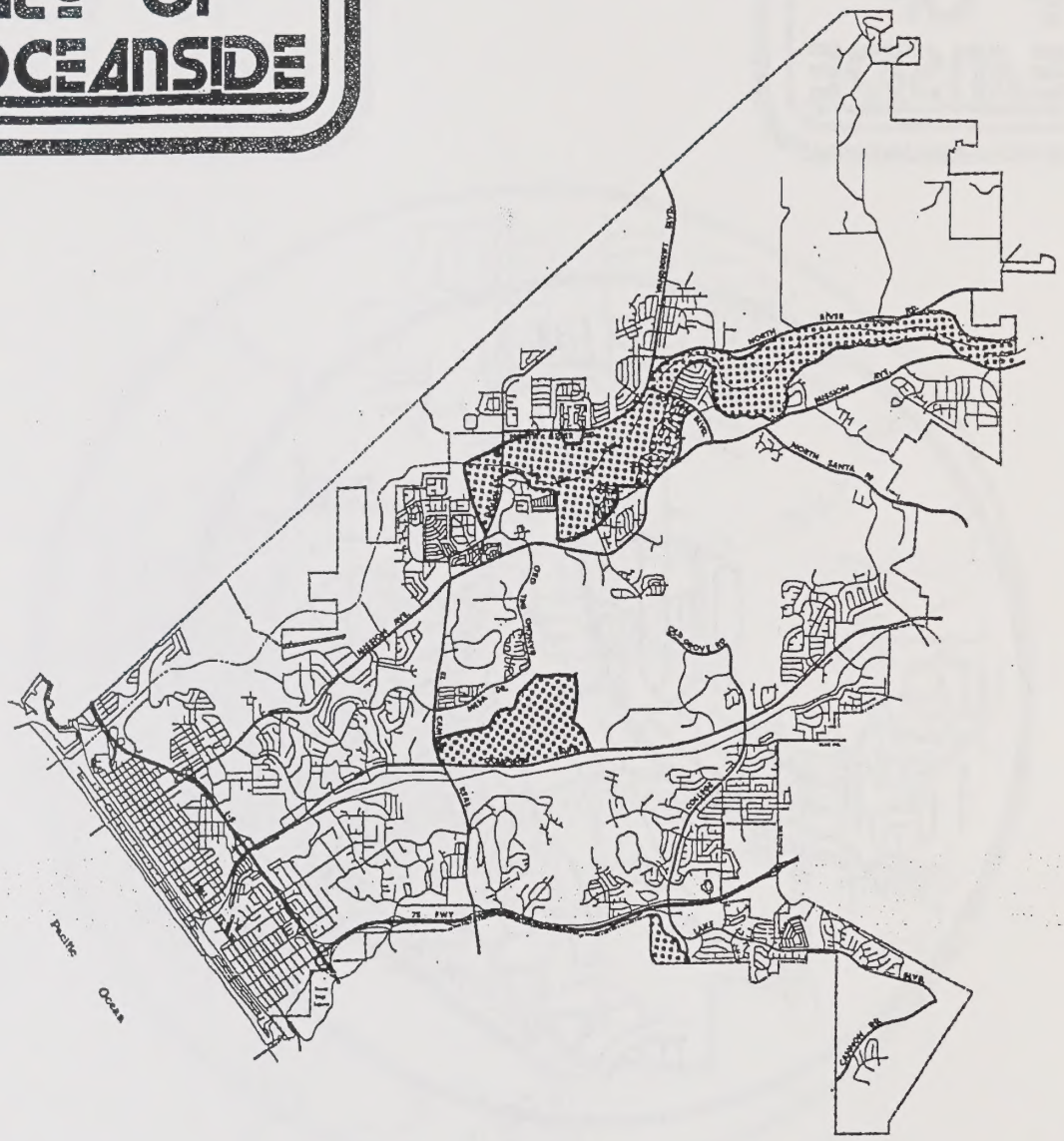


DIAGRAM 3.31

North
Scale

MINERAL RESOURCE AREAS

CITY OF OCEANSIDE
HOUSING ELEMENT

1999-2004

Adopted March 15, 2000

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EXECUTIVE SUMMARY

Executive Summary

The Housing Element for the City of Oceanside is an element of the City's General Plan. It covers the time period of July 1, 1999 to June 30, 2004.

Background Information

The City of Oceanside, located in the far northern and western portions of San Diego County, covers roughly 27,000 acres along the Pacific Coast. Oceanside, with a population of over 153,000, is the fourth largest jurisdiction in the region in both population and geographic size. Since 1990, the City of Oceanside has experienced a population growth rate of 16 percent, second only to the City of San Marcos and nearly twice the growth rate of the San Diego region.

Needs Assessment

According to SANDAG's Preliminary 2020 Cities/County Forecast, Oceanside is expected to gain 30,269 new residents and 9,837 new households between 1998 and 2005. The characteristics of the City's population, housing, and employment that affect its housing goals, policies and programs include:

Population/ Household Characteristics

- A larger percentage of residents under the age of 19, indicating more families with children than the region.
- An ethnic breakdown of 57 percent White, 28 percent Hispanic, 8 percent Black, and 7 percent Asian/Other.
- A larger household size (2.91) than the region (2.83) reflective of the City's larger number of families with children.
- A median household income of $39,836 – $2,521 less than the region.

Land Use Characteristics

- 75 percent of land developed.
- 39 percent of developed land in residential use –24 percent more than regionwide.
- 4,255 acres of vacant developable land.

low-income households in order to self-certify Oceanside's 2004-2009 housing element.

Table 1 summarizes the City's regional share needs and self-certification affordable housing goals.

Table 1
REGIONAL SHARE NEEDS AND SELF-CERTIFICATION GOALS
Oceanside, 1999-2004

Income Category	Regional Share Needs	Self-Certification Goals
Extremely Low Income	n/a	255
Very Low Income	1,474	302
Low Income	962	387
Moderate Income	1,561	n/a
Above Moderate Income	2,781	n/a
Total	6,778	944

Source: SANDAG

In addition to proposing programs to encourage the construction of new affordable housing in Oceanside and additional affordable housing opportunities using existing housing, the housing element is required to show that the City has adequate sites with appropriate zoning and adequate public services to accommodate its regional share goals. Based on its existing general plan and zoning ordinance, Oceanside has the capacity to accommodate its share of the region's housing needs using vacant land, land with infill potential, and land with the potential to redevelop to residential uses.

Additionally, the City met its 1991-1999 self-certification affordable housing goals, and will be self-certifying this element. The City's affordable housing goal was 967 affordable housing opportunities. Due largely to the fact that three additional years were added to the housing element cycle, without an adjustment to the affordable housing goal, City exceeded this goal by providing 1,677 affordable housing opportunities.

Programs

Programs Oceanside will implement to achieve the City's housing goals, including the regional share goals and affordable housing goals, include:

- Housing Revenue Bonds (Multi-Family)
- Low Income Housing Tax Credits
- Density Bonus

CHAPTER 1
INTRODUCTION

Introduction

City Profile

Oceanside is located along the Pacific Coast in the far northwest corner of San Diego County. At the turn of the century, the City had 330 residents. Today, the City has a population of 153,870, making it the fourth largest jurisdiction in the region in both population and geographic size.

The City was incorporated in 1888 coinciding with the arrival of the railroad between San Bernardino and San Diego. Much of the original land grant property was sold to the United States government in 1942 for the establishment of Camp Joseph H. Pendleton Marine Corps Base, which abuts the City on the north. One of the San Diego region's ten beachfront jurisdictions, Oceanside has 4½ miles of shoreline and hosts over 30 professional surfing tournaments each year.

Housing Element

The Housing Element is an important planning tool for the City of Oceanside. It identifies the housing needs of the City and recommends ways to meet these needs while balancing other community objectives and resources.

State Policy and Authorization

The California State Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the State's main housing goal. Recognizing the important part that local planning programs play in pursuit of this goal, the Legislature has mandated that all cities and counties prepare a housing element as part of their comprehensive general plans.

State law requires housing elements to be updated at least every five years to reflect a community's changing housing needs. Oceanside's Housing Element was last updated in 1991. This document is the 1999-2004 update required for jurisdictions within the San Diego region. (State law was amended to allow jurisdictions in the San Diego region to update their housing elements in 1999, instead of 1996.)

Organization of the Housing Element

Section 65583 of the Government Code Article 10.6 sets forth the specific components to be contained in a community's housing element. Table 2 summarizes these State requirements and identifies the sections in the Oceanside Housing Element where these requirements are addressed.

Table 2
STATE HOUSING ELEMENT REQUIREMENTS
California, 1999

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2. Programs to assist in the development of adequate housing to meet the needs of low- and moderate- income households and other special needs groups.	133
3. Identify, and, when appropriate and possible, remove governmental constraints to the maintenance, improvement, and development of housing in Oceanside.	144
4. Conserve and improve the condition of the existing and affordable housing stock in Oceanside.	139
5. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color.	145
6. Preserve for low income households the assisted housing developments identified earlier.	N/A

CHAPTER 2
NEEDS ASSESSMENT

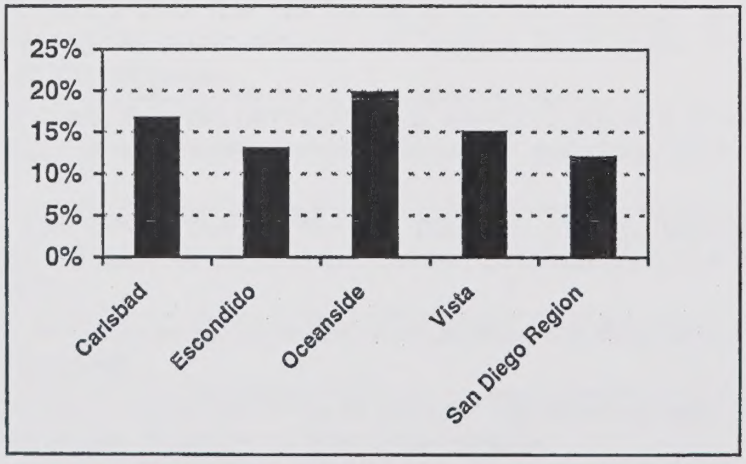
Needs Assessment

This section of the Housing Element discusses the major components of housing need in Oceanside. The major components of this need are the City's population, household, land use, economic and housing stock characteristics. Each of these components are presented in a regional context, and, where relevant, in the context of the cities of Carlsbad, Escondido, and Vista. These cities were chosen due to their similarities in location, population, and land use. This needs assessment serves as the basis for identifying the appropriate goals, policies and programs for the City to implement during the 1999-2004 housing element cycle.

Population Characteristics

Since 1970, the City of Oceanside's population has continued to increase at a faster pace than the San Diego region. During the 1970s, the City's population grew by 89 percent, 52 percent more than the region as a whole. During the 1980s, the population in Oceanside increased by 67 percent, while the region's population increased by 34 percent. Between 1990 and 1998, the City grew by 20 percent, nearly twice the region's growth rate of 12 percent. Figure 1 compares the percent change in population for the City of Oceanside to the other selected cities. As shown, Oceanside had the highest rate of growth. By 1998, Oceanside had 153,869 residents, making it the fourth largest city in the San Diego region.

Figure 1
PERCENT CHANGE IN POPULATION
Selected Cities and San Diego Region, 1990-1998



Source: 1990 Census; SANDAG 1998 Demographic and Economic Estimates

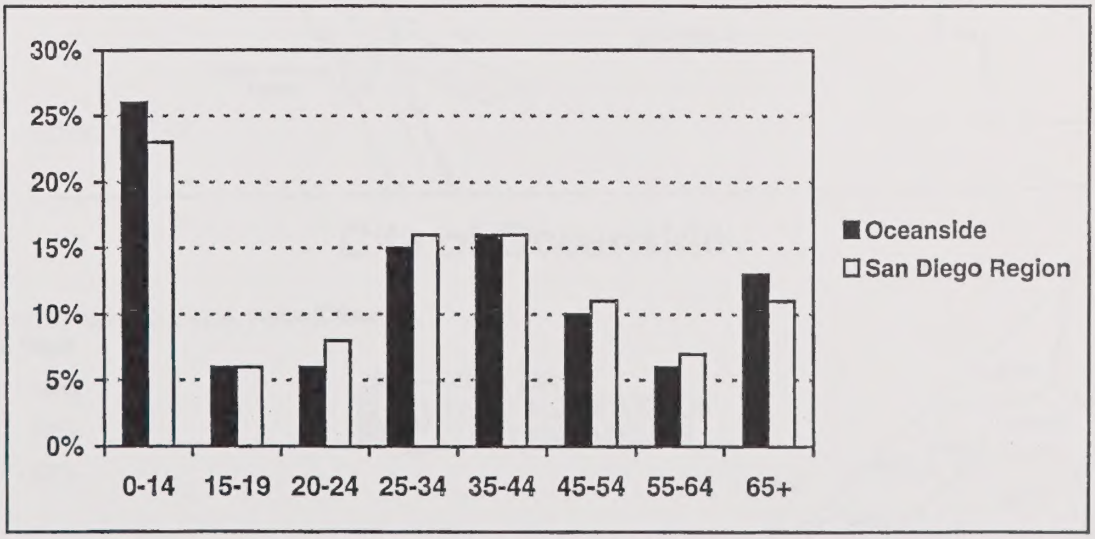
Age Characteristics

Housing demand within the market is often determined by the preferences of certain age groups. Traditionally, both the young adult population (20-34 years of age) and the elderly population tend to favor apartments, low- to moderate- cost condominiums, and smaller single family units. Persons between 35 and 65 years old often provide the major market for moderate to high-cost apartments and condominiums and larger single family units because they tend to have higher incomes and larger sized households.

In 1990, the median age in Oceanside was 30.8, which was very similar to the regional median age of 30.9. By 1998, the median age in the City had increased to 32.2, while the regional median age increased to 33.2. The increases in median age both locally and regionwide is consistent with state and nationwide trends, and can be attributed to the aging of the "baby boom" generation.

Figure 3 compares the age of residents in Oceanside to that of the region. Compared to the San Diego region, the City of Oceanside has a greater percentage of residents under the age of 20. This indicates that there are more families with children in the City. The City also has a larger percentage of residents over the age of 65 than the region. Almost half (46%) of the residents in Oceanside are over the age of 35.

Figure 3
AGE
Oceanside and San Diego Region, 1998

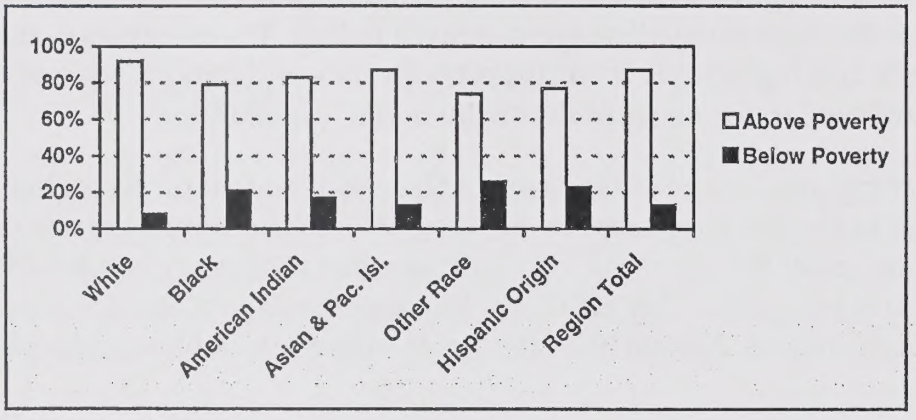


Source: SANDAG 1998 Demographic and Economic Estimates

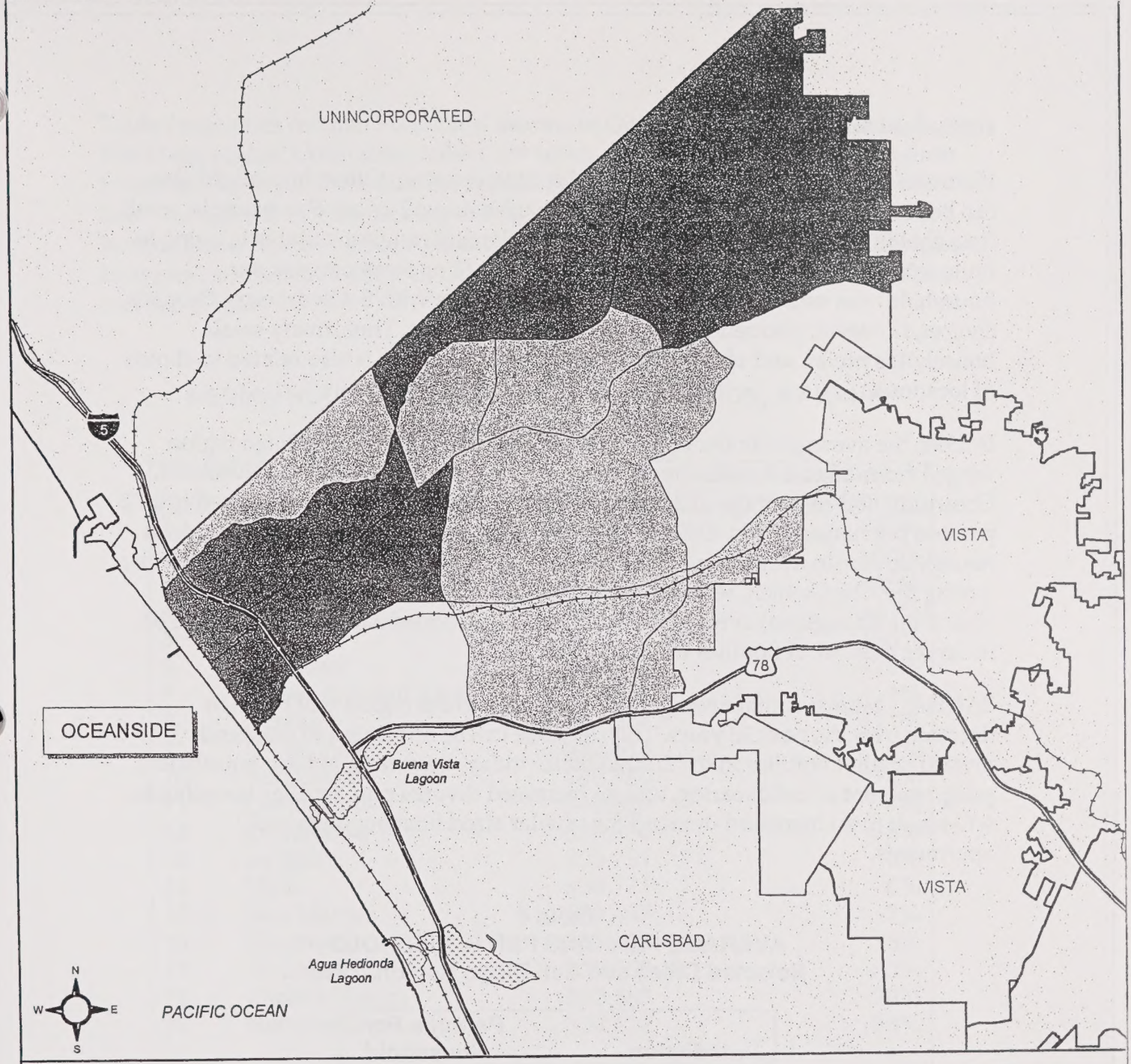
Race/ Ethnicity Characteristics

Information on ethnicity is important to an analysis of housing demand, as ethnicity tends to correlate with other characteristics such as family size, location choices, and mobility. They are also reflective of income, as shown in Figure 4. In the San Diego region, non-White populations tend to have a much higher incidence of poverty.

Figure 4
POVERTY STATUS BY RACE AND HISPANIC ORIGIN
San Diego Region, 1990



Source: 1990 Census



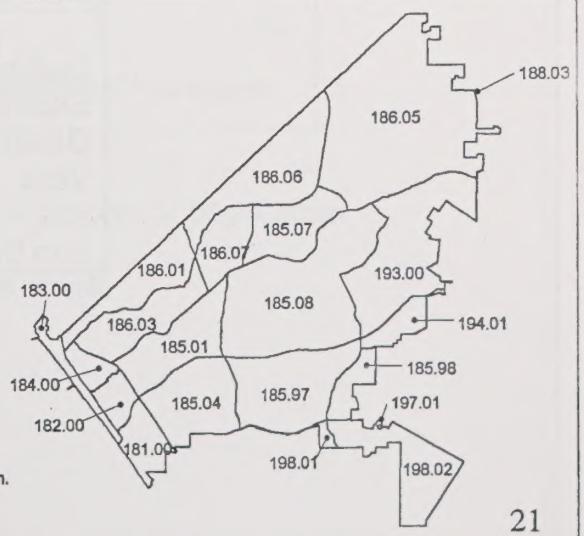
City of Oceanside

Map 2. Percent Hispanic, Black, Asian/Other by Census Tract

- 16 - 29%
- 30 - 50%
- 51 - 87%

San Diego ASSOCIATION OF GOVERNMENTS

2 0 2 Miles



Source: SANDAG 1998 Demographic and Economic Estimates
This map contains information from the San Diego Association of Governments (SANDAG) Regional Information System.
PROPRIETARY INFORMATION: The use of this information is pursuant to sublicense agreement only.
Any resale or relicensing of this information is prohibited, except in accordance with such sublicensing agreements.
Map Date: March, 2000

Household Size

Household size is a significant factor in housing demand. Often, household size can be used to predict the unit size that a household will select. For example, small households (1-2 persons per household) traditionally can find suitable housing in units with 0-2 bedrooms while larger households (3 or more persons per household) can usually find suitable housing in units with 3-4 bedrooms. People's choices, however, also reflect preference and economics. Thus, many small households prefer, and obtain, large units. Household size is also related to choice of locations.

In 1998, the average number of persons per household in the San Diego region ranged from 2.3 to 3.3, with a regionwide average of 2.8 persons per household. Oceanside had an average of 2.91 persons per household in 1998, compared to 2.72 persons per household in 1990. Table 4 compares household size in Oceanside to household size in the selected cities and the region. Household size is fairly similar among the cities, which, with the exception of Carlsbad, have larger household sizes than the regional average. Oceanside's larger household size is reflective of its larger number of families with children.

SANDAG estimates that average household size in the region will begin to decrease over the next 20 years. This decrease can be attributed to the trend toward smaller families in the United States today, a growing elderly population, postponement of childbearing, and an increased divorce rate. Smaller households will result in an increased demand for smaller sized housing units and apartments.

Table 4
AVERAGE PERSONS PER HOUSEHOLD
Selected Cities and San Diego Region, 1998

Jurisdiction	Persons Per Household
Carlsbad	2.55
Escondido	2.92
Oceanside	**2.91**
Vista	3.00
San Diego Region	2.83

Source: SANDAG 1998 Demographic and Economic Estimates

Table 5 compares median household income in Oceanside to the other cities in the San Diego region. Oceanside ranked 12th when comparing incomes from highest to lowest. Oceanside's median household income of $39,836 is 6 percent lower than the regional median income of $42,357. Oceanside had the lowest median income of the North County coastal cities of Del Mar, Solana Beach, and Encinitas. However, household income in Oceanside was very similar to the cities of Vista and Escondido.

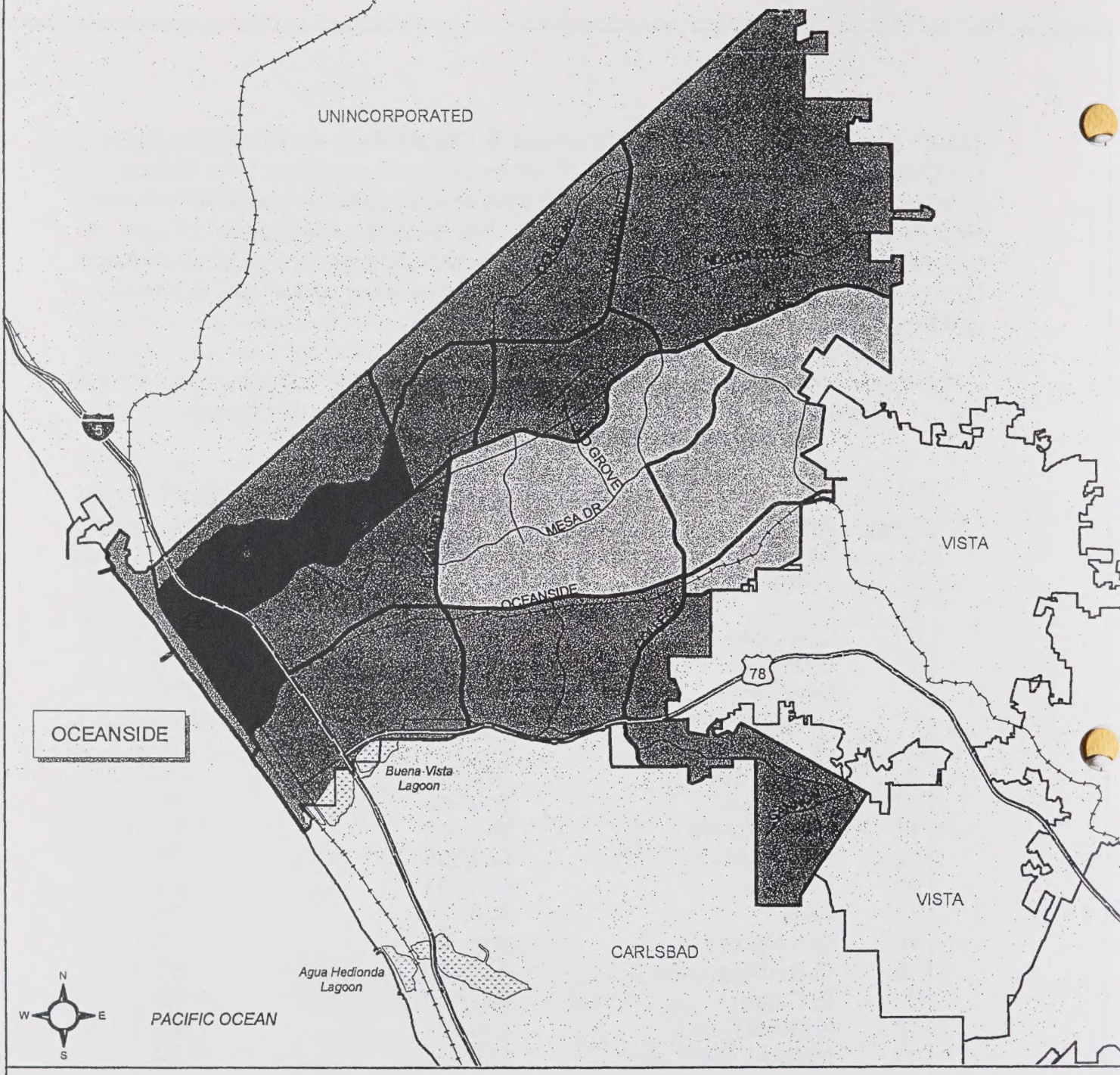
Table 5
MEDIAN HOUSEHOLD INCOME BY JURISDICTION, BY RANK*
San Diego Region, 1998

Rank	Jurisdiction	Median HH Income*	Percent Above/Below Regional Median
1	Del Mar	$66,320	+57%
2	Solana Beach	$63,450	+50%
3	Poway	$62,748	+48%
4	Coronado	$59,839	+41%
5	Encinitas	$57,323	+35%
6	Carlsbad	$54,634	+29%
7	Unincorporated Area	$47,114	+11%
8	Santee	$47,074	+11%
9	Chula Vista	$42,516	0%
10	San Diego	$40,940	-3%
11	Lemon Grove	$40,856	-4%
12	**Oceanside**	**$39,836**	-6%
13	La Mesa	$39,791	-6%
14	Vista	$39,771	-6%
15	San Marcos	$39,487	-7%
16	Escondido	$38,969	-8%
17	El Cajon	$32,556	-23%
18	Imperial Beach	$30,283	-29%
19	National City	$28,572	-33%
	San Diego Region	$42,357	0%

*Median income estimate does not match that given by the U.S. Department of Housing and Urban Development, as it does not account for household size.

Source: SANDAG 1998 Demographic and Economic Characteristics

Maps 3 and 4 show median household income ranges and percent of population below poverty by census tract.



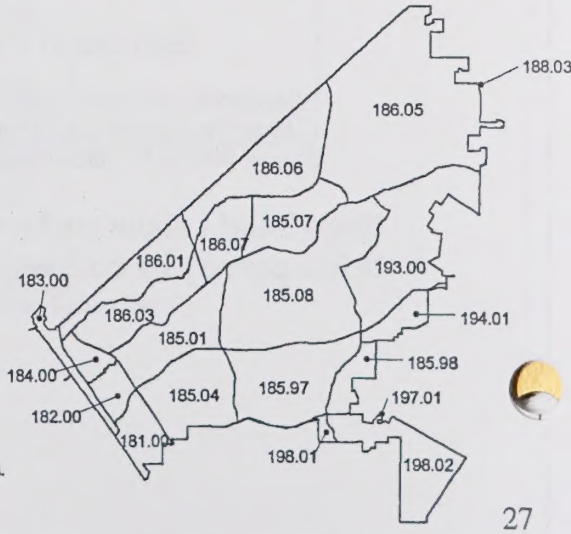
City of Oceanside

Map 4. Percent of Population below Poverty by Census Tract

- 0%
- 1 - 5%
- 6 - 13%
- 14 - 33%

2 0 2 Miles

San Diego ASSOCIATION OF GOVERNMENTS



Source: SANDAG, 1990 Census

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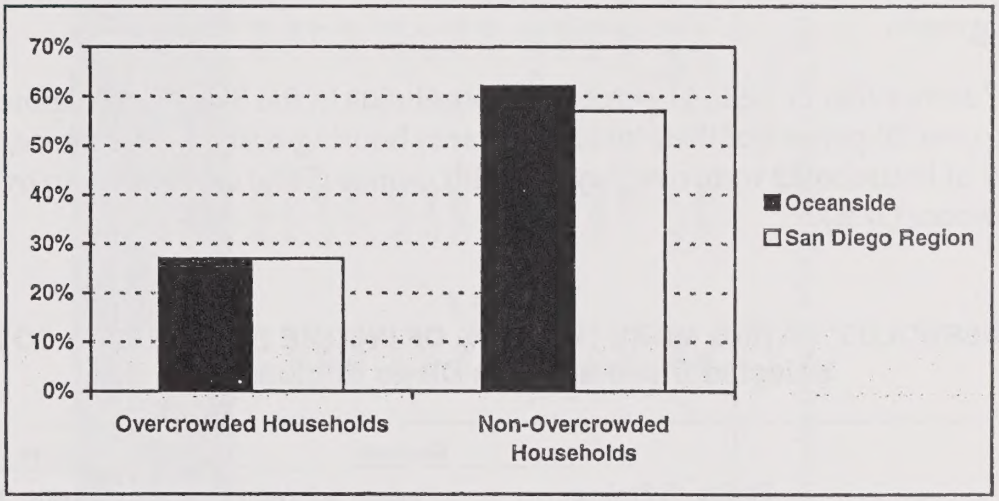
Map Date: March, 2000

Figure 8 shows that homeownership rates are much lower for overcrowded households in both Oceanside and the region (again using the Census definition of overcrowding). In Oceanside, about 27 percent of overcrowded households were owner occupied, compared to 62 percent of non-overcrowded households. Approximately 27 percent of overcrowded households regionwide were owner occupied, compared to 57 percent of non-overcrowded households.

Figure 8
HOMEOWNERSHIP RATES OF OVERCROWDED HOUSEHOLDS (1.01 PERSONS PER ROOM OR MORE)
Oceanside and San Diego Region, 1990



Source: 1990 Census

Map 5 shows the number of overcrowded housing units by census tract.

Overpayment

Measuring the portion of a household's gross income that is spent for housing is an indicator of the dynamics of supply and demand. This measurement is often expressed in terms of overpayers: households paying an excessive amount of their income for housing, therefore decreasing the amount of disposable income available for other needs. This indicator is an important measurement of local housing market conditions as it reflects the affordability of housing in the community. Federal and state agencies use overpayment indicators to determine the extent and level of funding and support that should be allocated to a community. State and federal programs typically define overpayers as those lower-income households paying over 30 percent of household income for housing costs.

Table 7 shows that in 1990, 41 percent of households in the San Diego region were paying over 30 percent of their income towards housing costs. In Oceanside, 45 percent of households were overpaying, with renters (54%) more likely to overpay than owners (37%).

Table 7
HOUSEHOLDS* PAYING MORE THAN 30% OF INCOME FOR HOUSING COSTS
Selected Cities and San Diego Region, 1990

				Renters			Owners		
Jurisdiction	Total	Paying 30%+	% Paying 30%+	Total	Paying 30%+	% Paying 30%+	Total	Paying 30%+	% Paying 30%+
Carlsbad	21,747	8,945	41.1%	9,122	4,295	47.1%	12,625	4,650	36.8%
Escondido	33,815	14,844	43.9%	18,386	9,463	51.5%	15,429	5,381	34.9%
Oceanside	**41,090**	**18,434**	**44.9%**	**18,856**	**10,180**	**54.0%**	**22,234**	**8,254**	**37.1%**
Vista	22,206	10,189	45.9%	11,487	6,265	54.5%	10,719	3,924	36.6%
San Diego Region	777,607	316,474	40.7%	391,738	193,558	49.4%	385,869	122,916	31.9%

* Households do not equal totals presented in other tables because housing costs were not computed for all households.

Source: 1990 Census

Table 8 shows that in Oceanside low income households were more likely to have overpayment and other housing problems. In 1990, 77 percent of extremely low income households (earning 0 to 30 percent area median income) were paying over 30 percent of their income towards housing costs; 67 percent were paying over 50 percent. Approximately 80 percent of very low income households (earning 31 to 50 percent area median income) paid over 30 percent of their income towards housing costs, 47 percent paid over 50 percent. Approximately 58

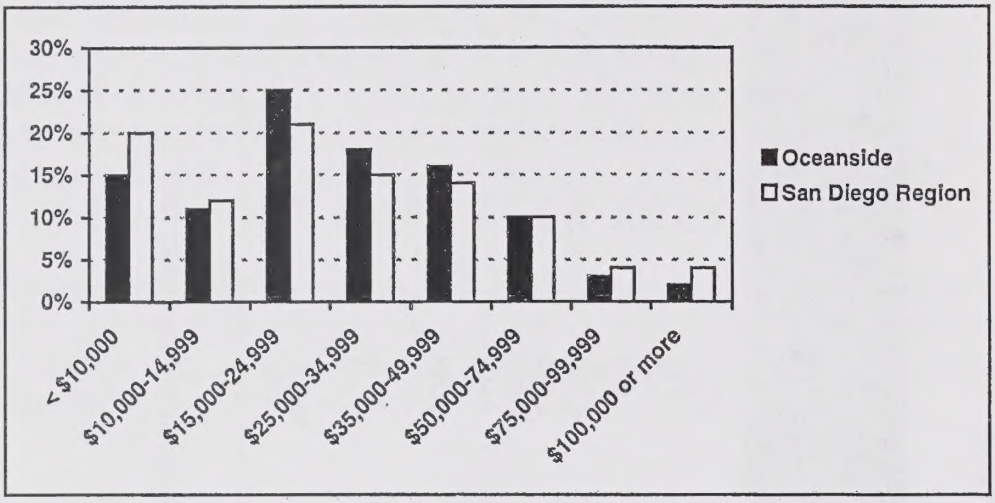
Table 8
Housing Needs of Low Income Households
Oceanside, 1990

	Renters					Owners			
	Elderly 1&2 Member Households	Small* Related Households	Large** Related Households	All Other Households	Total Renters	Elderly	All Other Owners	Total Owners	Total Households
(0-30 % Median Income)	597	1,214	296	511	2,618	876	470	1,346	3,964
# with any housing problems	461	1,087	273	383	2,204	538	399	937	3,141
# with cost burden >30%	461	1,079	247	379	2,166	527	391	918	3,084
# with cost burden >50%	354	1,051	201	368	1,974	345	335	680	2,654
(31-50 % Median Income)	412	1,453	574	634	3,073	1,269	634	1,903	4,976
# with any housing problems	382	1,417	530	617	2,946	647	478	1,125	4,071
# with cost burden >30%	382	1,402	462	608	2,854	634	471	1,105	3,959
# with cost burden>50%	233	798	163	399	1,593	339	382	721	2,314
(51-80 % Median Income)	613	2,368	888	1,214	5,083	2,303	1,997	4,300	9,383
# with any housing problems	453	1,904	828	1,048	4,233	519	1,450	1,969	6,202
# with cost burden >30%	453	1,688	464	1,040	3,645	519	1,317	1,836	5,481
# with cost burden >50%	79	178	64	155	476	131	651	782	1,258
Total Households	1,622	5,035	1,758	2,359	10,774	4,448	3,101	7,549	18,323
% with any housing problems	80%	88%	93%	87%	87%	38%	75%	53%	73%

* 2-4 Persons
** 5+ Persons
Source: U.S. Department of Housing and Urban Development, Comprehensive Housing Affordability Data Book, 1993

Figure 9 shows that in 1989, householders over the age of 65 in Oceanside tended to have higher median incomes than those regionwide. Approximately 59 percent of elderly residents in Oceanside had incomes between $15,000 to $49,999, compared to 50 percent regionwide.

Figure 9
INCOME OF HOUSEHOLDERS AGE 65 AND OVER
Oceanside and San Diego Region, 1989



Source: 1990 Census

Table 10 shows that almost 5 percent of persons age 65 and over in Oceanside live below the poverty level, slightly lower than the region. In 1990, about 6 percent of the San Diego region's residents age 65 and over were living in poverty.

Table 10
POVERTY STATUS FOR PERSONS AGE 65 AND OVER
Oceanside and San Diego Region, 1990

	Total Persons Age 65 And Over	Persons Age 65 and Over Below Poverty Level	Percent Below Poverty Level
Oceanside	18,067	841	4.6%
San Diego Region	319,634	20,136	6.3%

Source: 1990 Census

Farm Workers

Due to the high cost of housing and low wages, a significant number of migrant farm workers have difficulty finding affordable, safe and sanitary housing. It is estimated that there are between 100 and 150 farm worker camps located throughout the San Diego region, primarily in rural areas.[1] These encampments range in size from a few people to a few hundred and are frequently found in fields, hillsides, canyons, ravines, and riverbeds, often on the edge of their employer's property. Some workers reside in severely overcrowded dwellings, in packing buildings, or in storage sheds.

The housing needs of farm workers are frequently overlooked due to both the migratory nature of farm labor and the substantial number of undocumented immigrants performing agriculture-related activities. Farm workers' needs are also difficult to quantify due to their fear of job loss and the fear of authority, which lead them to try to remain invisible. Thus, farm workers are given low priority when addressing housing needs, and often receive the least hospitable housing. The San Diego County Regional Task Force on the Homeless estimates that at least 7,000 farm workers and migrant day laborers currently experience homelessness in the San Diego region. The City of Oceanside's Housing Department believes that there may be between 1,000 and 3,000 homeless farm workers and day laborers residing in the City.[2]

[1] Source: Regional Task Force on the Homeless Regional Homeless Profile: 1998, page 47

[2] Source: Regional Task Force on the Homeless Regional Homeless Profile, 1999, page 56

parent households in Oceanside were living below the poverty level, about one percent more than non-single parent households. However, nearly 32 percent of single parent households with a female householder lived below the poverty level, compared to 16 percent of those with a male householder.

Table 13
SINGLE PARENT HOUSEHOLDS BELOW POVERTY
Oceanside and San Diego Region, 1990

	Total HHs	Percent Total HHs Below Poverty	Total Single Parent HHs	Single Parent HHs Below Poverty	Percent Single Parent HHs Below Poverty	Percent Female Headed Single Parent HHs Below Poverty	Percent Male Headed Single Parent HHs Below Poverty
Oceanside	46,741	27%	4,168	1,181	28%	32%	16%
San Diego Region	887,403	31%	82,301	25,321	31%	35%	17%

Source: 1990 Census

People with Disabilities

According to the U.S. Bureau of the Census, a person is considered to have a disability if he or she has difficulty performing certain functions (seeing, hearing, talking, walking, climbing stairs and lifting and carrying), or has difficulty with certain social roles (e.g., doing school work for children, working at a job and around the house for adults). A person who is unable to perform one or more activities, uses an assistive device to get around, or who needs assistance from another person to perform basic activities is considered to have a severe disability.

Four factors – affordability, design, location and discrimination – significantly limit the supply of housing available to households of persons with disabilities. The most obvious housing need for persons with disabilities is housing that is adapted to their needs. Most single family homes are inaccessible to people with mobility and sensory limitations. Housing may not be adaptable to widened doorways and hallways, access ramps, larger bathrooms, lowered countertops and other features necessary for accessibility. Location of housing is also an important factor for many persons with disabilities, as they often rely upon public transportation to travel to necessary services and shops.

Homeless

Throughout the country and the San Diego region, homelessness has become an increasing issue. Factors contributing to the rise in homelessness include a lack of housing affordable to low and moderate income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidies to the poor, and the de-institutionalization of the mentally ill.

Recent legislation governing housing elements (Section 65583(1)(6)) mandates that municipalities address the special needs of homeless persons within their jurisdictional boundaries. "Homelessness" as defined by the U.S. Department of Housing and Urban Development, describes an individual (not imprisoned or otherwise detained) who:

1. Lacks a fixed, regular, and adequate nighttime residence; and

2. Has a primary nighttime residence that is:

    - A supervised publicly or privately operated shelter designed to provide temporary living accommodations (including welfare hotels, congregate shelters, and transitional housing for the mentally ill);
    - An institution that provides a temporary residence for individuals intended to be institutionalized; or
    - A public or private place not designed for, or ordinarily used as, a regular sleeping accommodation for human beings.

This definition does not include persons living in substandard housing (unless it has been officially condemned); persons living in overcrowded housing (e.g., doubled up with others); or persons being discharged from mental health facilities (unless the person was homeless when entering and is considered to be homeless at discharge).

The Regional Task Force on the Homeless is San Diego County's leading resource for information on homeless issues. Established in 1985, the Task Force promotes a regional approach as the best solution to ending homelessness in San Diego County. The Task Force is a public/private effort to build a base of understanding about the multiple causes and conditions of homelessness. According to the Task Force, the San Diego region's homeless population can be divided into two general groups: (1) urban homeless, and (2) rural homeless, including farm workers and day laborers who primarily occupy the hillsides, canyons and fields of the northern regions of the county. The Task Force estimates that 70 percent of the homeless population in these two groups is comprised of single adults, while at least 25 percent of the population is made up of families. The remaining population is comprised of chronically homeless youth and elderly persons.

In 1989, the City of Oceanside Task Force on the Homeless was formed to study the status of the homeless in the City and the services available to this population. During this time, the Task Force conducted a survey of 956 homeless persons. Of the 956, 70 percent were men, and 30 percent were women and children. Table 15 shows the information that was derived from the survey.

Table 15
HOMELESS POPULATION
Oceanside, 1989

Total	Percent	Survey Result
956	100%	Homeless surveyed
669	70%	Men
287	30%	Women and Children
545	57%	Have lived in Oceanside for one or more years
468	49%	Find shelter wherever they can
631	66%	Between 20 and 40 years old
526	55%	Have a 12^{th} grade education
201	21%	Have gone to a trade school or have some college education
784	82%	Are unemployed
296	31%	Had a steady job one month ago
478	50%	Were earning more than minimum wage
163	17%	Have a disability of some kind

Source: Oceanside Task Force on the Homeless, 1989

According to the Regional Task Force on the Homeless, the City of Oceanside has budgeted $378,014 to fund shelter programs ranging from emergency to permanent supportive housing in 1999. The City of Oceanside is the sixth largest jurisdiction in per capita funding for homeless, as shown by Table 17. The analysis used the ratio of homeless funds allocated to each local jurisdiction's estimated homeless population base.

Table 17
PER CAPITA DISTRIBUTION OF PROGRAM FUNDS BY JURISDICTION
1999

Jurisdiction	1998-1999
Carlsbad	$1.05
Chula Vista	$0.39
Coronado	$0.00
Del Mar	$3.80
El Cajon	$0.46
Encinitas	$0.44
Escondido	$3.62
Imperial Beach	$0.00
La Mesa	$0.11
Lemon Grove	$0.00
National City	$0.10
Oceanside	**$2.46**
Poway	$0.76
San Diego	$4.13
San Marcos	$0.00
Santee	$0.11
Solana Beach	$0.00
Vista	$9.22
County of San Diego*	$7.48

The County's figure is calculated using the population for the region. Population statistics were obtained from the California Department of Finance.

Source: Regional Task Force on the Homeless, 1999

Military

The military population's influence on the demand for housing takes two forms: (1) existing military households trying to find housing and (2) former military households trying to find housing. Often, the housing needs of military personnel are affected by lower-incomes and an uncertain length of residency. Enlisted military personnel in pay grades E-1 to E-5 have a need for housing affordable to lower-income families. This need is partially met by the supply of on and off base military housing; however the current supply is not adequate. In the San Diego region, military populations are centered around Camp Pendleton, Marine Corps Air Station Miramar and other Navy stations in the Central and South Bay areas of the cities of San Diego, Coronado, National City, Chula Vista and Imperial Beach.

The City of Oceanside is located in close proximity to the Marine Base at Camp Pendleton, which increases the demand for affordable housing within the City as the Base does not provide housing for all enlisted personnel. In 1998, there was sufficient on-base housing for only 29 percent of the 21,342 military households. There is no off-base military housing located within the City.

Large Households

Large households are identified as a group with special housing needs because of the limited availability of adequately sized affordable housing units. Large households generate a need for units with 3 or more bedrooms. This housing is more expensive and, due to the higher expenses associated with larger households, less affordable for low and moderate income households. Large households often have lower-incomes and frequently live in overcrowded smaller dwelling units, which can result in accelerated unit deterioration. Table 18 compares the number of large families in Oceanside to that in the region as a whole. In 1990, both the City of Oceanside and the San Diego region had similar proportions (13%) of households consisting of five or more persons.

Table 18
LARGE HOUSEHOLDS
Oceanside and San Diego Region, 1990

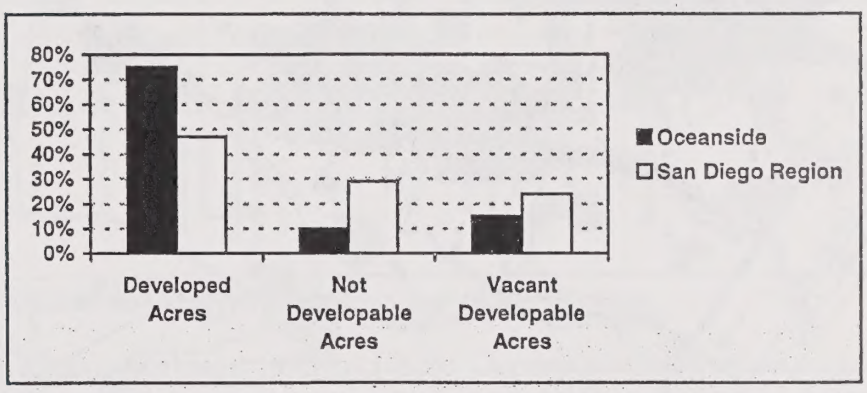
	Persons in Household			
Jurisdiction	5	6	7+	Total Households
Oceanside	3,005	1,425	1,394	46,649
% of Total	6.4%	3.1%	3.0%	100.0%
San Diego Region	62,948	25,656	21,774	887,719
% of Total	7.1%	2.9%	2.5%	100.0%

Source: 1990 Census

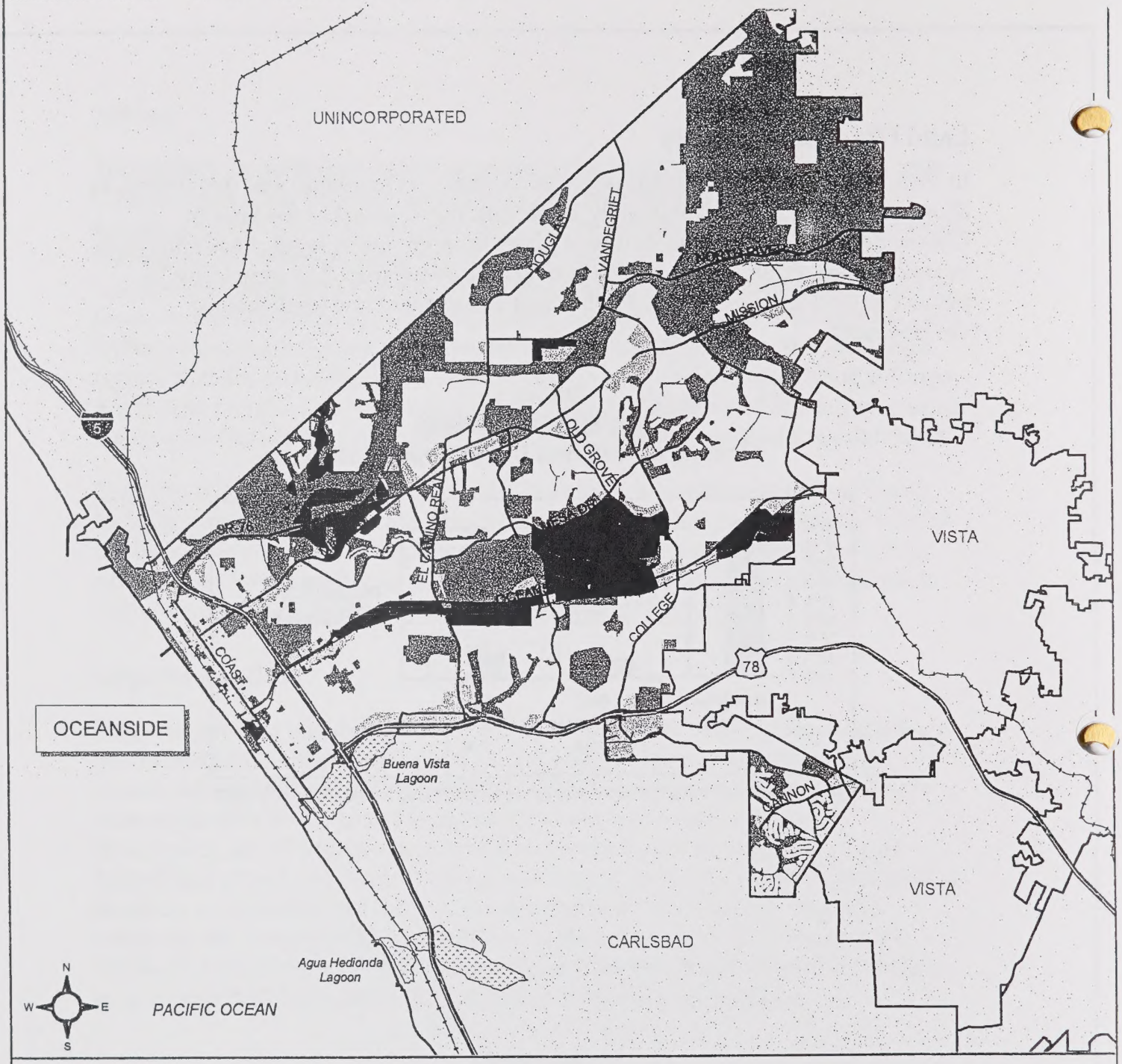
Land Use Characteristics

In 1995, about 75 percent (20,162 acres) of the land in Oceanside was developed, as shown by Figure 13. Approximately 10 percent (2,567 acres) of the land in Oceanside was not developable due to physical or environmental constraints such as steep slopes, flood plains, wetlands or public ownership. The remaining 15 percent of land (approximately 4,255 acres) were vacant and available for development.

Figure 13
DEVELOPED ACRES
Oceanside and San Diego Region, 1995



Source: SANDAG 2020 Cities/County Forecast Land Use Inputs, February 1999



City of Oceanside

Map 6. 1995 Existing Generalized Land Use

- Residential
- Commercial/Office
- Industrial
- Other

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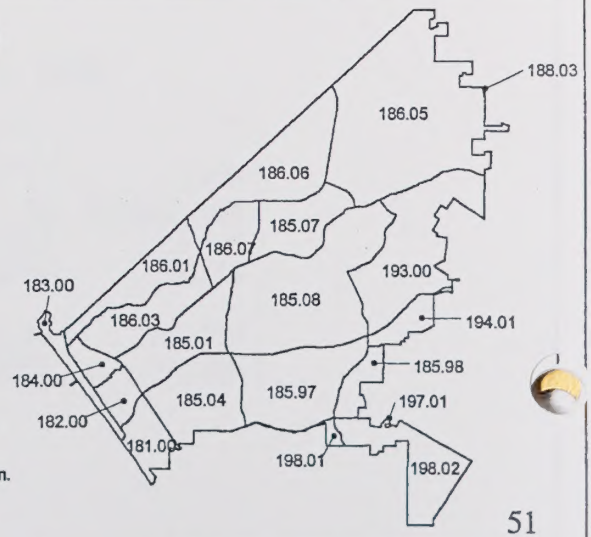

Source: 1995 Color Infrared satellite imagery, 1994/1995 black and white digital orthophoto quads, SandGIS landbase (registration) and miscellaneous sources.

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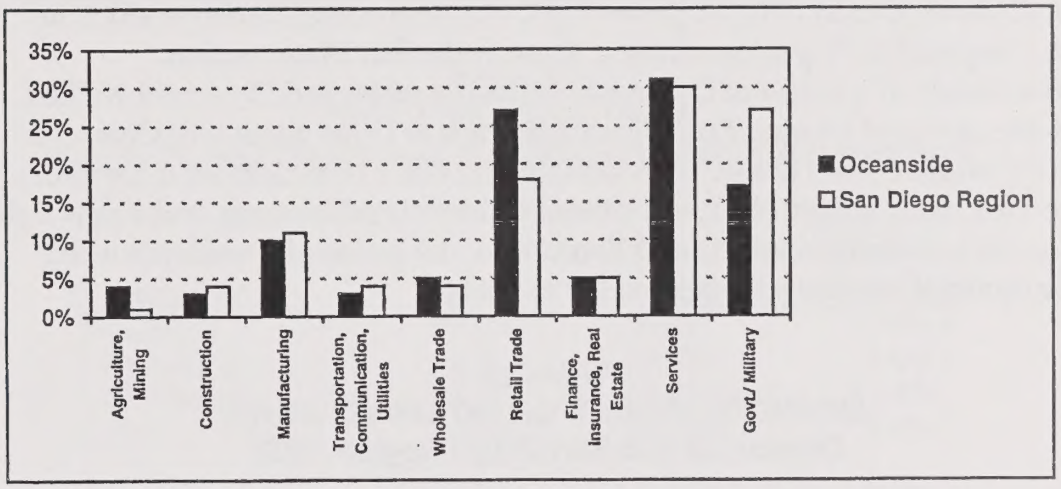
Map Date: March, 2000

Figure 15 shows that the retail trade and services industries were the largest employers (58 percent) in Oceanside. This is significant because jobs in these industries often provide part-time and/or low wage opportunities.

Figure 15
EMPLOYMENT BY INDUSTRY
Oceanside and San Diego Region, 1995



Source: SANDAG 1990 and 1995 Employment Inventories

Table 20 shows that between 1995 and 2020, Oceanside is projected to gain approximately 32,598 new employment opportunities, an increase of 94 percent. Regionwide, approximately 534,814 new employment opportunities will be generated, an increase of 45 percent.

Table 20
PROJECTED CHANGE IN TOTAL EMPLOYMENT
Selected Cities and San Diego Region, 1995-2020

	Total Employment					
Jurisdiction	**1995**	**2005**	**2010**	**2020**	**Number Change 1995-2020**	**Percent Change 1995-2020**
Carlsbad	41,225	69,592	73,858	86,156	44,931	109%
Escondido	45,809	57,207	59,079	63,431	17,622	38%
Oceanside	**34,551**	**54,746**	**57,876**	**67,149**	**32,598**	**94%**
Vista	25,748	50,403	54,068	63,034	37,286	145%
San Diego Region	1,186,837	1,513,234	1,565,824	1,721,651	534,814	45%

Source: SANDAG 2020 Cities/County Forecast, February 1999

Commuting Patterns

Commuting patterns demonstrate the relationship between housing and employment opportunities and are a component in the allocation of growth to localities. As a result of the increase in the economic base, employment levels, and physical separation of housing and employment sites, the number of people commuting to work has increased.

Table 22 shows that in 1990, 72 percent of Oceanside residents drove alone to work, compared to 71 percent driving alone in the San Diego region. Approximately 17 percent of Oceanside residents carpooled, 2 percent walked, and 4 percent used a form of public transportation. Three percent of Oceanside residents worked from home. With the introduction of the Coaster, a commuter rail service, and the Metrolink, a Southern California rail system, and a new light rail service between Oceanside and Escondido, the percent of residents using public transportation can be expected to increase.

Table 22
MEANS OF TRANSPORTATION TO WORK
Oceanside and San Diego Region, 1990

Means of Transportation	Oceanside		San Diego Region	
	#of Workers 16+	% of Total	#of Workers 16+	% of Total
Car, Truck, or Van				
Drove Alone	41,973	72%	872,325	71%
Carpooled	9,834	17%	169,326	14%
Public Transportation	2,261	4%	40,378,	3%
Motorcycle	402	1%	8,309	1%
Bicycle	254	0%	10,785	1%
Walked	1,127	2%	55,749	5%
Other means	616	1%	12,289	1%
Worked at home	1,591	3%	61,285	5%
Total	58,058	100%	1,230,446	100%

Source: 1990 Census

Housing Stock Characteristics

In 1998, the City of Oceanside had a housing stock of 57,211 units, as shown in Table 23. From 1990, the housing stock in the City has increased almost 12 percent. Although this is a healthy rate of growth, when compared to the 1980's, the number of housing units added decreased greatly in all areas. This can be partially attributed to both the recession and the increase in the number of construction defect lawsuits, which may have slowed housing development.

Table 23
TOTAL HOUSING UNITS
North County Region and San Diego Region, 1990 and 1998

Jurisdiction	1990	1998	Percent Change 1990-1998
Carlsbad	27,235	30,877	13.4%
Escondido	42,040	44,577	6.0%
Oceanside	**51,109**	**57,211**	**11.9%**
Vista	27,418	29,295	6.8%
San Diego Region	946,240	1,014,859	7.3%

Source: SANDAG 1998 Demographic and Economic Estimates

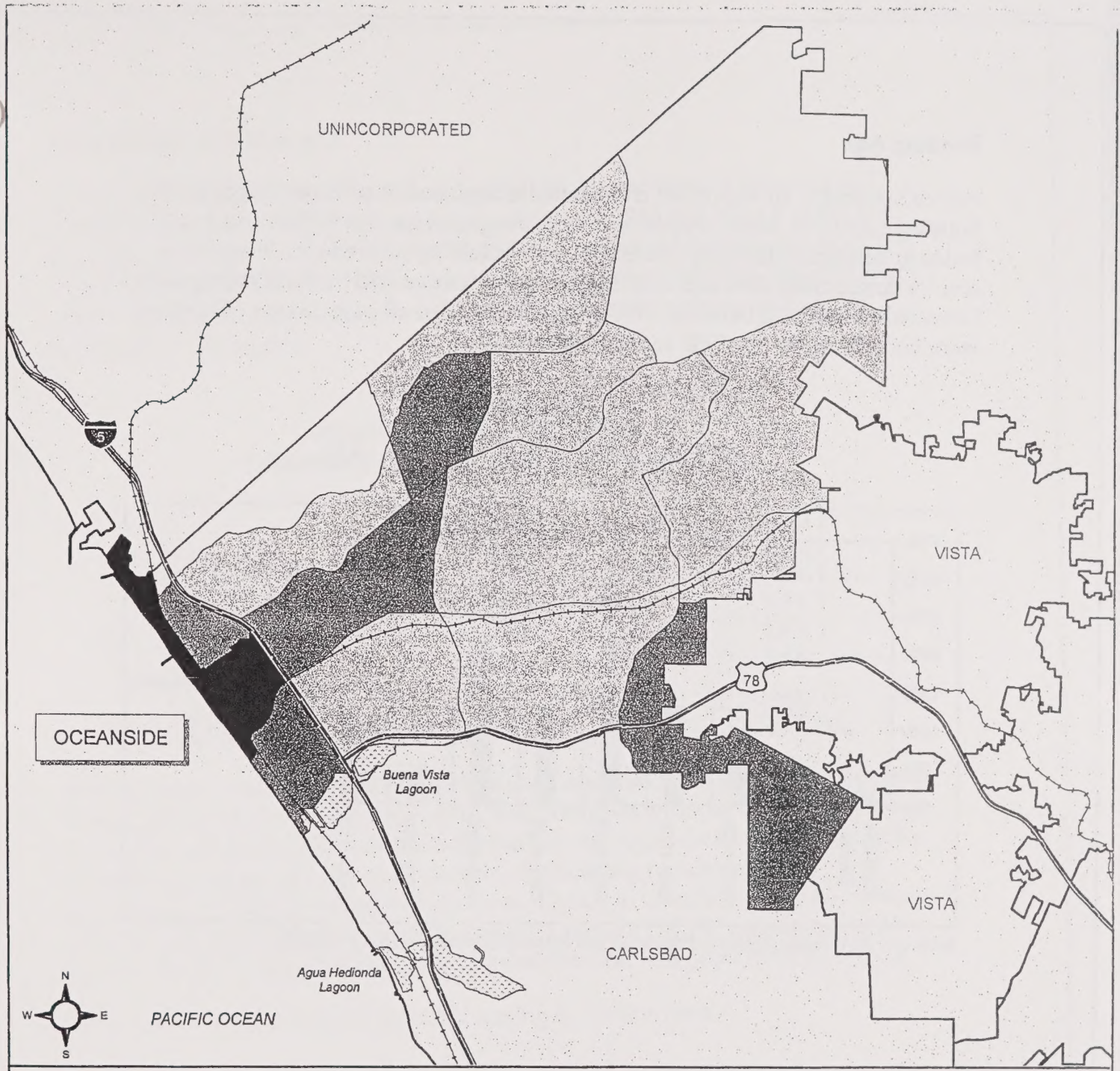
Table 25 shows that the percentage of single family housing units in relation to total housing units in Oceanside is projected to gradually decrease, while the percentage of multi-family housing units gradually increases. This trend, which mirrors regional trends, will occur in response to limited land availability for single family homes, and a continuing demand for housing.

Table 25
PROJECTED HOUSING UNIT TYPE
Oceanside, 1998-2020

Housing Type	1998	% of Total Hsg.	2005	% of Total Hsg.	2010	% of Total Hsg.	2020	% of Total Hsg.
Single Family	36,209	63%	42,511	63%	45,103	62%	45,701	61%
Multi-Family	17,794	31%	21,235	32%	23,893	33%	25,293	34%
Mobile Homes	3,208	6%	3,302	5%	3,355	5%	3,535	5%
Total Housing	57,211	100%	67,048	100%	72,351	100%	74,529	100%

Source: SANDAG 2020 Cities/County Forecast, February 1999

Map 7 shows the number of single family and multi-family housing units and their location by census tract, and Map 8 shows the number of housing units per square mile by census tract.



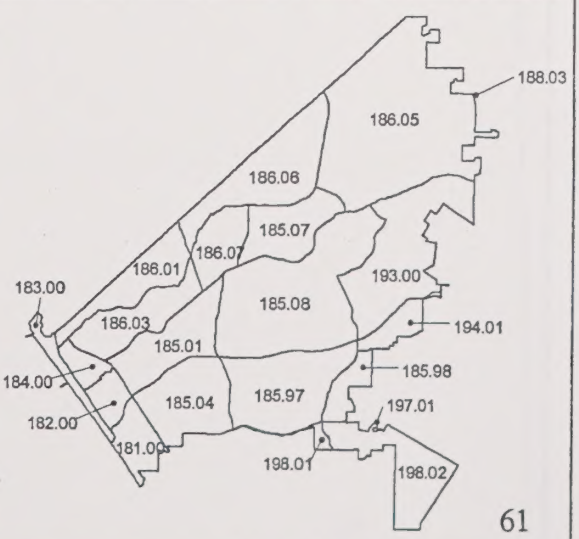
City of Oceanside

Map 8. Housing Units per Square Mile by Census Tract

- 246 - 667
- 668 - 1682
- 1683 - 2788
- 2789 - 4816

2 0 2 Miles

San Diego ASSOCIATION OF GOVERNMENTS



Source: SANDAG, 1998 Population and Housing Estimates

This map contains information from the San Diego Association of Governments (SANDAG) Regional Information System.
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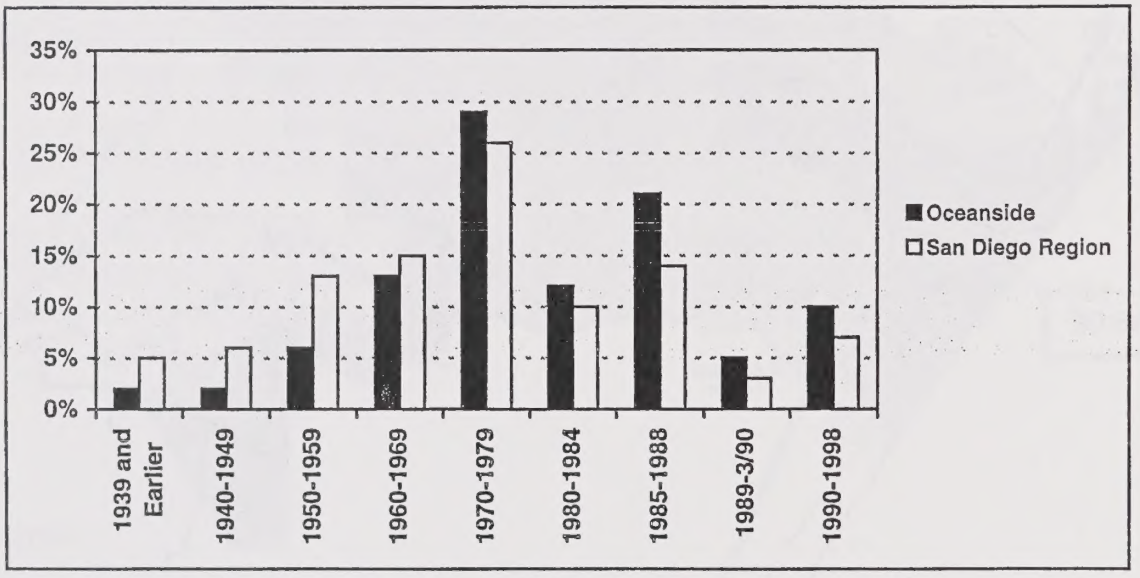
Any resale or relicensing of this information is prohibited, except in accordance with such sublicensing agreements.

Map Date: March, 2000

Housing Age

Age of housing is an important characteristic because it is often an indicator of housing condition. Many federal and state programs use age of housing as one factor to determine housing needs and the availability of funds for housing and/or community development. Figure 18 shows that half of the housing units in Oceanside were built between 1970 and 1979. Only small percentages of housing were built either before 1950 or after 1989.

Figure 18
YEAR HOUSING BUILT
Oceanside and San Diego Region, 1999



Source: 1990 Census, SANDAG Population and Housing Estimates, January 1, 1999

Pre-1940 and 1960 Housing

Units may be considered substandard by the U.S. Department of Housing and Urban Development (HUD) if they were built before 1940 and have a value less than $35,000. Table 28 shows that less than 2 percent less of the housing stock in Oceanside was built before 1940, approximately 3 percent less than the region as a whole. Each of the cities shown here has a relatively new housing stock when compared to the region.

Table 28
HOUSING BUILT BEFORE 1940
Selected Cities and San Diego Region, 1998

Jurisdiction	Units Built Before 1940	Total Units	Percent of Total Units
Carlsbad	361	30,877	1.2%
Escondido	796	44,577	1.8%
Oceanside	**929**	**57,211**	**1.6%**
Vista	396	29,295	1.4%
San Diego Region	52,271	1,014,859	5.2%

Source: 1990 Census, SANDAG Population and Housing Estimates, January 1, 1998

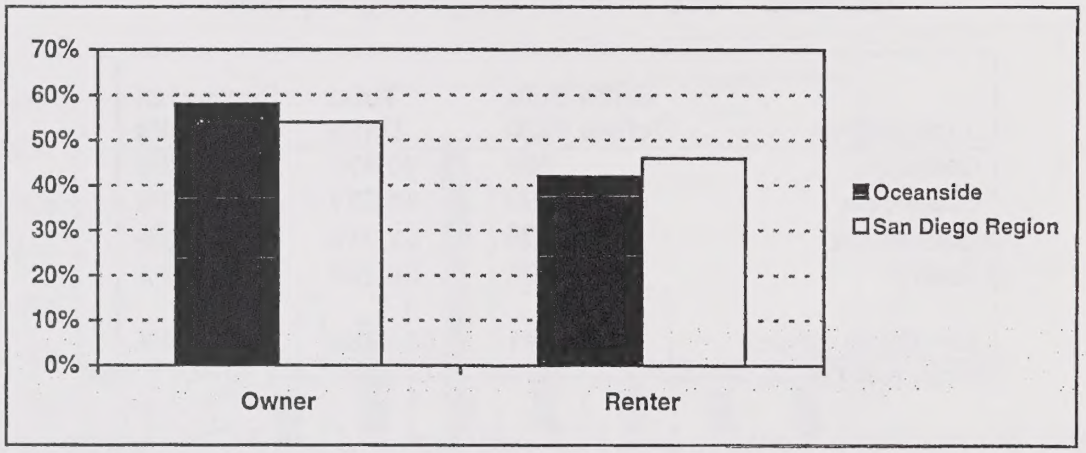
By 1960, the number of housing units built had increased to 5,767, eleven percent of the City's total housing stock in 1998. This contrasts with the higher percentage (24 percent) of the total number of units built in the region before 1960. Using the accepted age standard of 30 years or older for housing requiring major rehabilitation, about 25 percent of the units (12,843) in Oceanside may be in need of rehabilitation in the near future. Another 31 percent (16,197 units) were built between 1970-79, therefore the need for rehabilitation will grow in future years.

Map 9 shows the percent of pre-1960 housing by census tract.

Housing Tenure

Tenure is an important market characteristic because it is directly related to housing types and turnover rates. Figure 19 shows that in 1990, the majority (over 58 percent) of households in Oceanside owned their own homes, compared to 54% in the San Diego region. Map 10 compares the number of owner and renter households by census tract in Oceanside in 1990.

Figure 19
TENURE
Oceanside and San Diego Region, 1990



Source: 1990 Census

Housing Costs

Housing costs are indicative of housing accessibility to all economic segments of the community. Typically, if housing supply exceeds housing demand, housing costs will fall. If housing demand exceeds housing supply, housing costs will rise.

Renter Costs

The primary source for renter costs in the San Diego region is the San Diego County Apartment Association. The Apartment Association conducts two surveys of rental properties per year. For the 1998 survey, 9,000 surveys were sent out to rental property owners and mangers throughout San Diego County. Responses were received from owners or managers of over 45,000 units. Although this survey sampled a broad variety of rental housing, it was not a scientific sampling.

Table 29 shows that in the spring of 1998, the average monthly rent in Oceanside was similar to the region as a whole. Average rents ranged from $466 for a studio apartment to $889 for a three-bedroom apartment.

Table 29
AVERAGE MONTHLY RENT
Selected Cities and San Diego Region, 1998

Jurisdiction	Unit Size	Spring 1998	Fall 1997
Carlsbad	Studio	$480	$643
	1 Bdrm.	$618	$651
	2 Bdrm.	$781	$791
	3 Bdrm.	$2,500	$1,330
Escondido	Studio	$444	$428
	1 Bdrm.	$517	$481
	2 Bdrm.	$610	$626
	3 Bdrm.	$796	$757
Oceanside	**Studio**	**$466**	**$378**
	1 Bdrm.	**$566**	**$552**
	2 Bdrm.	**$697**	**$674**
	3 Bdrm.	**$889**	**$824**
Vista	Studio	$420	$404
	1 Bdrm.	$531	$570
	2 Bdrm.	$661	$646
	3 Bdrm.	$835	$817
San Diego Region	Studio	$448	$465
	1 Bdrm.	$543	$535
	2 Bdrm.	$685	$676
	3 Bdrm.	$916	$878

Source: San Diego County Apartment Association, 1998

Vacancy Rates

Vacancy rates are an important housing indicator because they indicate the degree of choice available. High vacancy rates usually indicate low demand and/or high supply conditions in the housing market. Too high of a vacancy rate can be difficult for owners trying to sell or rent. Low vacancy rates usually indicate high demand and/or low supply conditions in the housing market. Too low of a vacancy rate can force prices up making it more difficult for low and moderate-income households to find housing. Vacancy rates between two to three percent are usually considered healthy for single family housing; and five to six percent for multi-family housing. However, vacancy rates are not the sole indicator of market conditions. They must be viewed in the context of all the characteristics of the local and regional market.

The region experienced low vacancy rates from 1974 to 1984. The increase in vacancy rates after 1984 was attributed to 1981 tax incentives that resulted in the construction of more rental properties. This increase in new units caused the vacancy rate for multi-family units in the region to rise to a high 8.9 percent in 1987. By 1990, vacancy rates had fallen to 6.2 percent.

The San Diego County Apartment Association is the primary source of vacancy rate information in the San Diego region. The Apartment Association sends out surveys to rental property owners and managers throughout San Diego County twice a year. As this represents only a sampling of rental properties, the numbers do not represent the entire housing stock, but they assist in analyzing vacancy trends throughout the region.

Table 31 shows that of the 2,707 units surveyed in Oceanside in Fall of 1998, there were only 36 vacancies, a vacancy rate of 1.3 percent. These extremely low vacancy rates are indicative of both the high demand and low supply conditions for rental housing in Oceanside. Regionwide, vacancy rates were also low. The Apartment Association estimates that the regionwide vacancy rate for multi family rental housing was about 3.4 percent in the spring of 1998.

Table 31
VACANCY RATES
Oceanside, 1996-1998

	Units Surveyed	Number Vacant	Percent Vacant
Fall '98	2,707	36	1.3%
Spring '98	2,967	74	2.5%
Fall '97	3,051	58	1.9%
Spring '96	2,001	171	8.5%
Fall '96	936	38	4.0%

Source: San Diego County Apartment Association, 1996-1998

CHAPTER 3
CONSTRAINTS TO HOUSING PROVISION

Constraints to Housing Provision

Actual or potential constraints to the provision of housing affect the development of new housing and the maintenance of existing units for all income levels. Governmental and non-governmental constraints in Oceanside are similar to those in other jurisdictions in the region and are discussed below. One of the most, if not the most, significant and difficult constraints to housing in Oceanside and elsewhere in the San Diego region is the high cost of land.

Governmental Constraints

Governmental constraints can limit the operations of the public, private, and nonprofit sectors, making it difficult to meet the demand for affordable housing and limiting supply in a region. Governmental constraints include growth management measures, inclusionary zoning, land use controls, building codes, processing fees, and site improvement costs. In the City of Oceanside, governmental regulations do not create impediments or onerous governmental constraints upon residential development.

Land Use Controls

Land use controls take a number of forms that affect the development of residential units. The General Plan, a comprehensive, long-range and general policy statement, establishes the overall character and development of the community. The City's General Plan identifies a broad range of residential land use categories. The plan provisions do not constrain the opportunity for a broad range of housing types and densities.

Zoning ordinances directly shape the form and intensity of residential development by providing controls over land use, heights and volumes of buildings, and open space on a site. Table 32 provides a summary of the City of Oceanside's residential land use controls.

Accessory living units are also permitted in the City of Oceanside subject to certain conditions: (1) the dwelling unit contains at least 350 square feet but not more than 50 percent of the existing living area of the existing dwelling or 1,000 square feet, whichever is less; (2) a detached accessory unit shall not exceed 1,200 square feet; (3) accessory dwelling units shall meet the setback, height, and building coverage requirements of the underlying zoning district as determined in the City's zoning ordinance; (4) a minimum of three independently accessible off-street parking spaces shall be required for a lot containing an accessory dwelling; and (5) exterior design shall be in harmony with the immediate neighborhood.

Residential projects are reviewed for compliance with all of the City's General Plan Elements and zoning ordinance, which is a standard process required under state law. The review process ensures that the goals, policies, and purposes of the general plan elements and zoning ordinance are carried out in the physical plan of a residential development. This review includes density, height, setbacks, open space, infrastructure, and other improvements to promote harmonious and workable relationships among land uses in accordance with the planned long-term build-out of community areas. The City's project review process, which uses the state mandated land use tools of general plan elements and zoning ordinance, does not create impediments or onerous governmental constraints upon residential development. In addition, the City's Director of Housing and Neighborhood Services acts as an ombudsperson to expedite the processing of affordable housing projects.

Building Codes and Enforcement

The City of Oceanside adopted and enforces the Uniform Building Code, which ensures that all housing units are built to specified standards. The code is determined by the International Conference of Building Officials and the State of California. No local amendment to the code has either been initiated or approved that directly impacts housing standards or processes.

Code enforcement is conducted by the City and is based on systematic enforcement in areas of concern (e.g. Community Development Block Grant and redevelopment areas – Calle Montecito, Crown Heights, Downtown, and Eastside) and on a complaint basis throughout the City. The Code Enforcement Division works with property owners and renters to assist them in meeting state health and safety codes.

The prototypical structure for residential development was based on a three-bedroom, two-bath single family detached home with a 2,000 square foot living area, 400 square foot garage, and a 240 square foot patio. The construction was Type V, wood frame construction.

Table 33
RESIDENTIAL DEVELOPMENT IMPACT FEES* AS LEVIED BY JURISDICTION, PER PROTOTYPE
San Diego Region, 1998

Jurisdiction	Fees
Carlsbad	$23,498
Chula Vista	$21,802
Escondido	$20,492
Santee	$19,853
San Marcos	$18,282
Poway	$17,007
Encinitas	$16,098
Solana Beach	$15,905
Oceanside	**$15,358**
Vista	$14,492
Coronado	$14,239
County of San Diego	$13,831
City of San Diego	$13,618
Imperial Beach	$12,800
El Cajon	$11,613
National City	$9,238
La Mesa	$8,341
Del Mar	$6,947
Lemon Grove	$5,049

*Impact fees include fees collected by non-city agencies (water & sewer district fees, and school district fees)

Source: SANDAG 1998 Development Impact Fee Survey

Engineering and Public Works Fees

Like permit issuance fees, engineering and public works fees are used to support a variety of functions including checking submitted plans, paying local facilities management fees, special road assessments, and public service related fees for other agencies such as school districts, water districts, and utility providers. Table 35 shows Engineering and Public Works fees for project development in Oceanside and the other selected cities.

Table 35
ENGINEERING AND PUBLIC WORKS FEES (PROJECT)
Selected Cities, 1998-1999

	Carlsbad	Escondido	Oceanside	Vista
Grading Plan Check	• $3,950	• $10,516	• $7,228	• $287
Grading Permit	• $2,050	o $7,170	• $40	• $1,039
Improvement Plan Check	• $2,700	• $28,500	• $21,540	• $52,926
Improvement Inspection	o $13,900	o $22,500	• $25,653	—
Geotechnical/Soils Review	—	—	—	• $800
Landscaping Plan Check	• $5,350	$250	o $2,250	—

• Fee, O Deposit

Source: Building Industry Association, 1998-1999 Fee Survey, San Diego County

Subdivision Processing Fees

Subdivision processing fees are used to cover the City's administrative costs incurred through the processing of subdivision applications and plans. Table 36 shows subdivision processing fees for minor subdivisions (less than 50 lots on 10 acres) in Oceanside and the other selected cities, and Table 37 shows subdivision processing fees for major subdivisions (at least 50 lots on 10 acres).

Table 37
SUBDIVISION PROCESSING FEES (MAJOR SUBDIVISION – AT LEAST 50 LOTS ON 10 ACRES)
Selected Cities, 1998-1999

	Carlsbad	Escondido	Oceanside	Vista
Tentative Map	• $9,850	• 5-25 units=$1,255; 26-50 units=$2,755; 51+ units=$4,255	• $10,043[1]	• $4,028[3]
Final Map	• $4,470 + $5/acre	• $850+ $500 sht+$25/lot	• $3,437[2]	$260[4]
Environmental Initial Study	• $250, $1,030	• $1,005	• $1,701	• $1,504
Environmental Impact Report	♦$12,000 + 5,000 deposit after 1st 160 hours of Project Planner or 40 hrs Project Engineer	♦0-10 ac=$2,255; 11+ ac=$4,255	• $2,126/issue	• $1,100, +20% Consultant Cont. Cost
Other	CA Dept. of Fish&Game ND $1,275; EIR $875			

•Fee, ODeposit, ♦Fee andDeposit

1. $1,943+$162/lot
2. $637+$56/lot
3. $3,173+$9/lot>15 lots
4. +$4/lot>15 lots

Source: Building Industry Association, 1998-1999 Fee Survey, San Diego County

requirements completed, the building permit may be issued. After the building permit is issued, the builder/developer may begin construction of the building.

Growth Management Measures

The City of Oceanside currently is not implementing any growth management activities that constrain residential development.

Land Costs

Residential land prices contribute significantly to the cost of new housing. According to a recent study by the Meyers Group, land and site improvement costs in the San Diego region in 1998 accounted for approximately 37 percent of the total construction cost for a single family house. Land costs in the region ranged from $65,000 to $230,000 per lot.[8] In Oceanside, the Meyers Group found that land costs ranged from $80,000-$85,000 per lot for 6,000-7,500 square foot lots.[9] These lot prices were the lowest in the North County coastal area.

Another source of land costs in the San Diego region is the County of San Diego's Assessors Office. Table 38 shows an inventory of parcels and values in Oceanside in 1998, as determined by the Assessors Office. The City had 1,581 vacant parcels of residential land, with an average parcel value of $63,672. This cost does not include site improvements.

Table 38
INVENTORY OF PARCELS AND VALUES
Oceanside, 1998

Parcel Type	Parcels	Units	Assessed Values[1]	Average Value/Parcel	Average Value/Unit
Time-Share Condos	4,081	4,081	$13,762,890	$3,372	$3,372
Mobile Homes	1,040	1,038	$45,449,036	$43,701	$43,785
Vacant	1,581	n/a	$100,666,037	$63,672	n/a
Single Family	32,922	32,920	$4,926,653,488	$149,646	$149,655
Duplex or 2 Units	326	652	$45,946,286	$140,939	$70,469
Multi-Family, 2-4 Units	622	1,970	$112,979,758	$181,639	$57,350
Multi-Family, 5-15 Units	265	2,033	$80,077,597	$302,179	$39,388
Multi-Family 16 to 60 Units	65	1,827	$72,721,764	$1,118,796	$39,803
Multi-Family 61 Units+	71	8,186	$385,961,571	$5,436,078	$47,148
Condominium	7,144	7,200	$755,676,625	$105,777	$104,955

[1] The above data represents total assessed values of real property, prior to exemptions.

Source: County of San Diego Assessors Office, 1998

[8] Source: Building Industry Association, 1998

[9] Source: Building Industry Association, 1998

Table 39 uses Home Mortgage Disclosure Act (HMDA) data to analyze mortgage lending patterns in Oceanside. Out of 6,500 mortgage loan applications in 1997, approximately 12 percent were approved (based on the number of loans approved but not accepted and the number purchased) and 6 percent were purchased. A higher percentage of applications from lower-income groups were denied than from the higher income groups.

Table 39
MORTGAGE LENDING RATES
Oceanside, 1997

Applicant Income Group[1]	Total Apps.	Loans Originated	Apps. Approved but not Accepted	Apps. Denied	Percent Denied	Loan Purchased	Percent Purchased
<50%	564	317	40	132	23%	21	4%
50%-80%	1,128	626	92	265	24%	86	8%
80%-100%	967	573	60	205	21%	57	6%
100%-120%	938	577	58	191	20%	61	7%
>=120%	2,903	1,762	232	545	19%	159	5%
Total	6,500	3,855	482	1,338	21%	384	6%

1. Percentage of Area Median Income

Source: Centrax Services Inc., 1990-1998 Home Mortgage Disclosure Act (HMDA) Data

CHAPTER 4
EVALUATION

Evaluation

This section analyzes the City's accomplishments during the 1991-1999 housing element cycle. This is done by evaluating the previous housing element and the City's success in meeting its goals; by evaluating the City's progress towards meeting Coastal Zone requirements; and by evaluating the City's progress towards meeting its self-certification (fair share) housing goals. The evaluation is used to determine goals and programs to be included in the 1999-2004 housing element.

Evaluation of Previous Housing Element

An important component of this revised housing element is the evaluation of the previous housing element. It is important to determine if the needs have changed, if the goals and policies are still relevant and important, and if the programs were effective. These questions were systematically considered as part of this housing element update. This analysis is summarized in the following paragraphs and is reflected throughout the revised Housing Element.

New Construction

The City 's goal was to implement 11 new construction programs designed to produce nearly 1,100 very low and low income units. In addition, these programs were intended to assist in the construction of some moderate income housing. Each program is described below, followed by the anticipated impact of the program, the actual impact of the program, and an analysis of the appropriateness of the program for inclusion in the 1999-2004 housing element update.

Program: Mortgage Revenue Bond

The intent of this program was the continued provision of mortgage revenue bonds for the development of affordable single family ownership housing for moderate income households. Additionally, the program would be adapted to meet new requirements that direct funding to low income rental units.

Anticipated Impact: Construction of 100 potential affordable units for moderate income households.

Actual Impact: The City did not issue any mortgage revenue bonds for the development of single family housing.

Program: Density Bonus

This program was intended to revise the existing density bonus program to bring it into compliance with new state requirements that emphasized very low and low income targeting and additional incentives.

Anticipated Impact: Construction of 100 potential affordable units for very low and low income households (reserved out of a total of 400 new units.)

Actual Impact: The City revised their density bonus ordinance in 1995 in conjunction with their zoning ordinance (Section 3032). During the 1991-1999 housing element cycle, the City did not develop any affordable units through the density bonus program.

Appropriateness for Inclusion in Housing Element Update: The 1999-2004 housing element contains a density bonus program. This program will have an unlimited maximum density, as opposed to the current program that limits any additional density increases to 25 percent above the initial 25 percent granted.

Program: Inclusionary Housing

The intent of this program was for the City to enact a new inclusionary housing ordinance, thereby including affordable housing in the regulatory practices of the City.

Anticipated Impact: Construction of 400 units of potential affordable housing for lower income households and 400 units of potential affordable housing for moderate income households.

Actual Impact: The City adopted an inclusionary ordinance in October of 1991. No units were built as a result of the ordinance, however the City collected $873,095 in in-lieu fees. Approximately $500,000 of the in-lieu fees collected was used to make loans to low and moderate income first time home buyers.

Appropriateness for Inclusion in Housing Element Update: The 1999-2004 housing element includes a program for the City to adopt a revised inclusionary ordinance. The new program adds several options regarding how reserved units may be provided and revises the definition of "affordable housing." This revised definition results in significantly increased in-lieu fees. Appendix A contains the revised inclusionary ordinance.

Program: Coastal Zone

The intent of this program was for the City to continue their existing Coastal Zone program. The emphasis of the program is on retention of existing affordable units with the replacement on a unit-by-unit basis when removal could not be avoided.

Anticipated Impact: Retention of existing affordable housing opportunities within the City and specifically within the Coastal Zone.

Actual Impact: No affordable units were demolished in the Coastal Zone during the 1991-1999 housing element cycle.

Appropriateness for Inclusion in Housing Element Update: This program, which reflects State law, will be in the 1999-2004 housing element.

Program: Section 202/ 8

The intent of this program was for the City to continue to assist nonprofit sponsors in their applications for Section 202/8 assistance.

Anticipated Impact: Construction of 75 very low income units for seniors and people with disabilities.

Actual Impact: In 1994, the Mar Vista El Dorado Apartments opened, providing 73 units for very low income seniors.

Appropriateness for Inclusion in Housing Element Update: These programs will be included in the 1999-2004 housing element.

Program: Single Room Occupancy (SRO)

The intent of this program was to develop a program and appropriate implementing ordinances to provide for the construction of single room occupancy developments. The proposed program would concentrate on two potential approaches: new construction and rehabilitation. New construction would be designed to replace any potential loss of low cost SRO units throughout the City.

Anticipated Impact: Construction of 100 very low income units for one person households.

Actual Impact: No SRO units were developed.

Appropriateness for Inclusion in Housing Element Update: This program will not be included in the 1999-2004 housing element. It is believed that the downtown area must become denser for SRO housing to be appropriate.

Program: Community Land Trust

The intent of this program was for the City to develop a Community Land Trust to enable low and moderate households to purchase new units at affordable rates. Community Land Trusts are plots of land purchased by a local government or community based nonprofit. Ownership of the land is maintained by the government or nonprofit, who lease out their land to low income households at a nominal fee. The resident may buy a pre-existing home on the land or build his/her own. The lease mandates that the sales price of the home will be limited to the homeowner's cost plus inflation if they ever sell.

Anticipated Impact: Development of a Community Land Trust that would provide land for approximately 20-30 homes, including mobile homes.

Actual Impact: The Community Land Trust was not established.

Discussion: This program was not pursued during the housing element cycle due to limited resources and high land costs.

Appropriateness for Inclusion in the Housing Element Update: As the Community Land Trust program is not a high priority for the City, it is not being included in the 1999-2004 housing element. However, the 1999-2004 housing element includes a program to provide land write downs for interested developers.

Conservation

Program: Section 8 Certificates/ Vouchers

The intent of this program was to continue to apply to the U.S. Department of Housing and Urban Development (HUD) for local allocations of Section 8 certificates and vouchers to be administered by the Housing Department

Anticipated Impact: An increase of 220 units to the City of Oceanside's existing allocation and the continuance of the units administered by the County of San Diego Housing Authority.

Actual Impact: Between 1991 and 1999, the City gained an additional 291 Section 8 Certificates and 440 additional Section 8 Vouchers.

Appropriateness for Inclusion in the Housing Element Update: This program is included in the 1999-2004 housing element.

Program: Preservation of At-Risk Units

The intent of this program was to prevent the loss of affordable units as various assistance programs are terminated. The City intended to focus its resources on the acquisition of two existing projects in most imminent threat of loss – the Villa De Cortez with 11 family units and the Casita De Cortez with 12 family units. This could be done using grants and by assisting or participating in tenant education activities. Similar activities were planned for the Canyon Apartments, a 152 unit complex at risk of conversion.

Anticipated Impact: Retention of 175 very low income rental units.

Actual Impact: 93 very low income families were displaced from the Canyon Apartments. The City received a special allocation of Section 8 units to accommodate the displaced families that qualified for Section 8 assistance. The remainder of the at-risk units were preserved through bond refinancing. Each refinanced affordable unit was deed restricted for 55 years.

Appropriateness for Inclusion in the Housing Element Update: The City does not have any units at risk of converting to non-low income housing uses in the next ten years.

Program: California Homeowner Assistance Program

This program would assist resident groups to purchase mobile home parks or apartments to tenant ownership. No lower income households would be displaced without relocation assistance.

Anticipated Impact: Conversion of approximately 50 mobile home spaces or apartments to tenant ownership.

Actual Impact: During the housing element cycle, no mobile home spaces and apartments converted to tenant ownership. Although no spaces converted to tenant ownership, the City purchased a 272 unit mobile home park (Laguna Vista) with tax exempt bonds at the request of the residents.

Appropriateness for Inclusion in the 1999-2004 Housing Element: The City will evaluate requests from residents to convert mobile home parks to tenant ownership on a case-by-case basis.

Program: Housing Rehabilitation (Owner)

This program would continue the implementation of the City Housing Rehabilitation Plan (HRP) to assist in the rehabilitation of owner-occupied housing by offering below market rate and deferred payment loans to qualified lower income homeowners.

Anticipated Impact: Rehabilitation of 150 existing deteriorating owner-occupied housing units in the City. Reduction in the number of units requiring rehabilitation and conservation of existing housing stock for low and moderate income households.

Actual Impact: During the housing element cycle, 179 lower income owner-occupied housing units were rehabilitated through the City's Single Family Rehabilitation Program.

Appropriateness for Inclusion in the Housing Element Update: This program is included in the 1999-2004 housing element.

Program: Housing Rehabilitation (Mobile Home)

This program would continue implementation of the City program providing matching grants (up to $1,000) for the rehabilitation of mobile homes. The program is made available to all mobile home occupants (who tend to be primarily lower income.)

Anticipated Impact: Rehabilitation of 100 existing deteriorating mobile homes in the City. Preservation of affordable housing stock for low income small family/senior households.

Actual Impact: During the housing element cycle, 323 mobile homes were rehabilitated.

Appropriateness for Inclusion in the Housing Element Update: This program is included in the 1999-2004 housing element.

Program: Relocation Assistance

This program would prepare a relocation plan pursuant to the California Uniform Relocation and Real Property Act at such time as required to mitigate impacts upon people displaced as a result of public activities.

Anticipated Impact: Reduction of hardship and adequate relocation of people displaced by redevelopment, as required.

Actual Impact: The City has prepared relocation plans for any households displaced as a result of public (primarily redevelopment agency) activities. There has been no residential displacement during the 1991-1999 housing element period.

Appropriateness for Inclusion in the 1999-2004 Housing Element: The City will continue to prepare relocation plans to any households dislocated as a result of public activities. This program is included in the 1999-2004 housing element.

Program: Monitoring of Potential New Housing Funds

Anticipated Impact: Increased provision of new construction low and moderate income rental housing opportunities.

Actual Impact: The City has monitored and applied for new housing funds throughout the housing element cycle. Several new funds have emerged, including funding through the HOME Program and the California Housing Finance Agency. These have allowed the City to increase new construction activities as well as homeownership and rehabilitation activities.

Appropriateness for Inclusion in the 1999-2004 Housing Element: This program is included in the 1999-2004 housing element. The City will continue to monitor and apply for new housing funds.

Program: Land Write Downs

The intent of this program was for the City to provide land write downs for low income housing projects based on standards and plans for adequate low income housing sites. Assisted projects would need to meet reservation requirements for low and moderate income households for a 34 year term.

Anticipated Impact: The facilitated construction of new affordable rental housing.

Actual Impact: The City provided HOME funds to assist in the acquisition and rehabilitation of 2 projects totaling 45 units.

Appropriateness for Inclusion in the Housing Element Update: This program is in the 1999-2004 housing element. Although not currently used by the City, the program will remain in the element so that the City can use the program if it is approached by an interested low income housing developer.

Program: Priority Processing

This program would give priority to projects that provide housing opportunities and direct benefit, assistance, and delivery of housing assistance services to low and moderate income households.

Anticipated Impact: Expedited processing and cost savings for affordable housing developments.

Actual Impact: All affordable housing projects submitted during the 1991-1999 housing element cycle received expedited processing.

Appropriateness for Inclusion in the Housing Element Update: As part of the 1999-2004 housing element update, the City will review its current processing procedures to determine if there are any constraints to housing development. If necessary, the City will recommend and implement changes to its procedures.

Program: Removal of Governmental Constraints

The intent of this program was for the City to review all project processing procedures to determine if there are constraints that could be removed to facilitate development of affordable housing.

Anticipated Impact: Removal of governmental constraints to the development of affordable housing.

Actual Impact: The City adopted an ordinance to streamline project processing.

Appropriateness for Inclusion in the Housing Element Update: The City will continue to monitor project processing procedures and adjust these procedures when necessary.

Program: Accessory Dwelling Units

The intent of this program was for the City to amend the Zoning Ordinance to bring the Accessory Dwelling Unit regulations into compliance with State law.

Anticipated Impact: Facilitated processing of applications for 5-20 accessory dwelling units.

Actual Impact: The City amended its Zoning Ordinance in 1995 (Section 3006) to allow accessory dwelling units and processed several applications for accessory dwelling units during the housing element cycle.

Appropriateness for Inclusion in the Housing Element Update: This program is included in the 1999-2004 housing element.

Evaluation of Progress Towards Meeting Self Certification Goals

In 1995, SANDAG sponsored State legislation (AB 1715) which allowed jurisdictions within the San Diego region to self-certify the housing element of their general plans if the element meets certain criteria. Below, each criterion is discussed, followed by an analysis of Oceanside's progress towards meeting the criterion. Given the City's compliance with the following criteria, the City of Oceanside will be self-certifying its 1999-2004 housing element. Additionally, the City will position itself to self-certify the subsequent housing element update.

Criterion 1: The jurisdiction's adopted housing element or amendment substantially complies with the provisions of this article, including addressing the needs of all income levels.

Oceanside has prepared an updated housing element that substantially complies with the provisions of state law and addresses the needs of all income levels.

Criterion 2: For the third housing element revision pursuant to section 65588, the jurisdiction met its fair share of the regional housing needs for the second housing element revision cycle, as determined by SANDAG.

In Oceanside, the fair share of the region's housing needs for the second housing element revision cycle (July 1, 1991 through June 30, 1999) is 967. As of June 30, 1999, Oceanside had provided 1,677 affordable housing opportunities, 710 more than the fair share goal. This can be largely attributed to the fact that three extra years were added to the 1991-1996 housing element cycle, giving jurisdictions extra time to meet their goals. Table 41 describes the programs that the City used to provide these opportunities.

Criterion 3: For subsequent housing element revisions, the jurisdiction has provided the maximum number of housing units/ opportunities as determined pursuant to Section 65585.1(a) within the previous planning period.

The City of Oceanside will attempt to self-certify the housing element due in 2004. To do this, it is estimated that the City will need to provide 944 units of affordable housing: 255 extremely low income opportunities, 302 very low income opportunities, and 387 low income opportunities. Chapter 7 describes the programs and policies that will be implemented to meet these goals.

Criterion 4: The city or county provided a statement regarding how its adopted housing element or amendment addresses the dispersion of lower-income housing within its jurisdiction, documenting that additional affordable housing opportunities will not be developed only in areas where concentrations of lower-income households already exist, taking into account the availability of necessary public facilities and infrastructure.

Table 41
AFFORDABLE HOUSING OPPORTUNITIES PROVIDED
Oceanside, July 1, 1991 - June 30, 1999

		Targeted Population				Targeted Income					
Project Title	Type of Asst.	Elderly	Sm. Fam.	Lg. Fam.	Special Needs	Extre. Low (<30%)	Very Low (31-50%)	Low (51-80%)	Project Total[1]	Moderate (81-20%)	Rent/ Own
Section 8 Certificates	B						291		**291**		Rent
Section 8 Vouchers	B						440		**440**		Rent
Riverview Springs Apts.	A		19	53			36	36	**72**	0	Rent
Single Family Rehab.	C						39	140	**179**		Own
Rental Rehab.	C						78	33	**111**	2	Rent
Mobile Home Rehab.	C						230	93	**323**		Own
Mortgage Credit Certificates	B							47	**47**	159	Own
Mar Vista El Dorado	A	73					73		**73**		Rent
WRC Transitional Hsg.	D		23				23		**23**		Rent
Downpayment/ Closing Cost Asst.	B							32	**32**	16	Own
FirstHOME Loan Program	B							49	**49**		Rent
Windrift Apts	E[2]						8	8	**16**		Rent
Shadow Way Apts.	E[2]						5	6	**11**		Rent
Parcwood Apts.	E[2]						5	5	**10**		Rent
Total		73	42	53			1,228	449	**1,677**	177	

1. Excludes moderate income units.
2. Units reserved as part of bond refinance deal.

Legend: A - New Construction, B - Rental/ Home Buyer Assistance, C - Rehabilitation, D - Transitional Housing, E-Other

CHAPTER 5
HOUSING OPPORTUNITIES

Housing Opportunities

This section evaluates the potential residential development that could occur based on the Oceanside General Plan and Zoning Ordinance.

Availability of Suitable Sites

Housing element law mandates that a city must show that it has adequate sites with required public services and facilities for a variety of housing types for all income levels. In this section, adequate sites will be discussed in terms of the City's regional share goals — the City's share of the region's housing needs for 1999-2004.

Regional Share Needs

According to state law, local jurisdiction's housing needs assessments must include their share of the projected needs for housing in the region (regional share). The San Diego Association of Governments (SANDAG) has identified Oceanside's share of regional housing needs for 1999-2004. The figures are contained in the Regional Housing Needs Statement that was adopted in 1999. Each jurisdiction must identify the sites (capacity) to meet their share of the region's housing needs. The regional share identifies the need for new housing units for each jurisdiction and distributes the projected housing need to all income groups: very low, low, moderate, and above moderate.

levels. An additional 3,585 units can be developed at densities high enough to support moderate income housing (10-15 du/acre), 2,024 more than the regional share need of 1,561 for this income level.

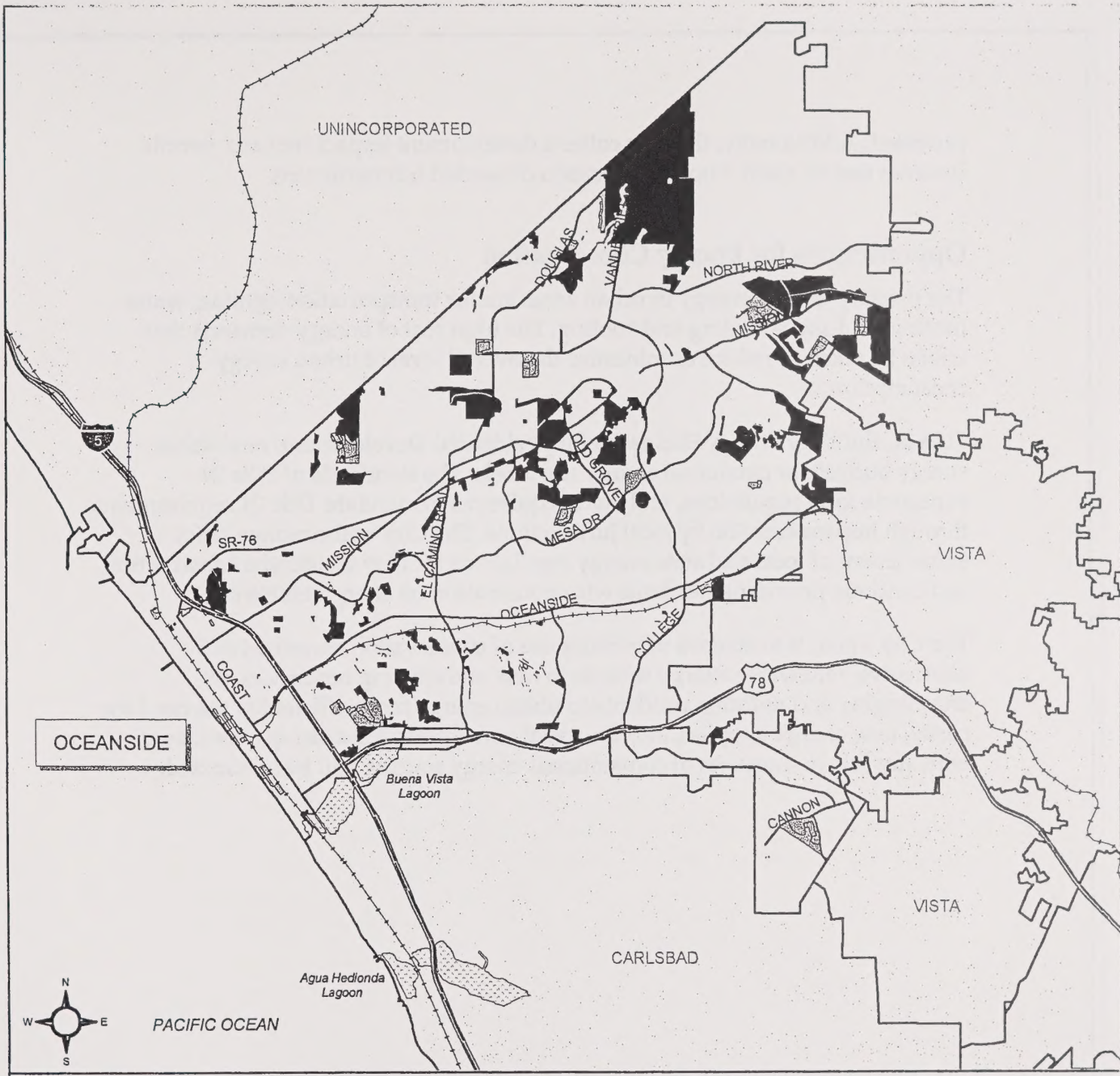
Table 43
RESIDENTIAL LAND WITH DEVELOPMENT POTENTIAL
Oceanside, 1995

Land Use Designation	Density Allowed (Du/Acre)	Net Developable Acres	Housing Unit Capacity
Vacant Developable Land			
Estate A	.5-.9	553	277-498
Estate B	1-3.5	922	922-3227
Single Family Detached	3.6-6	503	1,811-3,018
Med. Density A Res.	6-10	246	1,476-2,460
Med. Density B Res.[2]	10-15	204	2,040-3,060
Med. Density C Res.[1]	15-21	5	75-105
High Density Res.[1]	21-29	14	294-406
Urban High Density Res.[1]	29-43	2	58-86
Low Density Res. (Rancho Del Oro)	3.6-6	13	47-78
Medium Density Res. (Rancho Del Oro)[2]	10-15	35	350-525
Infill Land			
Estate B	1-3.5	62	62-217
Urban High Density Res.[1]	29-43	28	812-1,204
Residential/Professional[1]	29-43	4	116-172
Land with Residential Redevelopment Potential			
Residential/Professional[1]	29-43	1	29-43
Medium Density A Res.	6-10	3	18-30
Med. Density C Res.[1]	15-21	8[3]	120-168
High Density Res.[1]	21-29	8[3]	168-232
Urban High Density Res.[1]	29-43	9[3]	261-387
Total	.5-43	2,620	8,936-15,916

1. Used to show capacity to meet lower income regional share need.
2. Used to show capacity to meet moderate income regional share need.
3. Note: These are current estimates of the acreage available.

Source: SANDAG 2020 Cities/County Forecast, February 1999

In addition to the above sites, there are approximately 40 acres within the Downtown Redevelopment "D" District that are underutilized and available for new residential development in the higher density range of 29-43 dwelling units per acre (allowing for approximately 1,160-1,720 new multi-family units). This also includes mixed-use opportunities that are available within the commercial areas of the downtown redevelopment area.



City of Oceanside

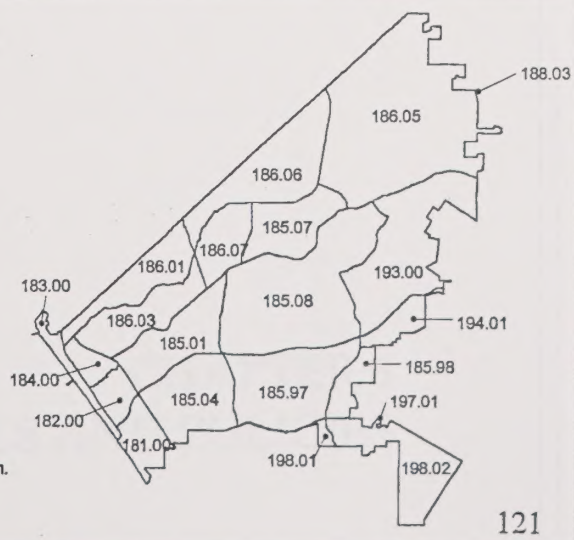
Map 11. Residential Land Use

Redevelopable/Infill

Vacant Developable

San Diego ASSOCIATION OF GOVERNMENTS

2 0 2 Miles



Source: SANDAG, Land Layers Inventory/Local Jurisdiction Review of 2020 Growth Forecast Inputs

This map contains information from the San Diego Association of Governments (SANDAG) Regional Information System.
PROPRIETARY INFORMATION: The use of this information is pursuant to sublicense agreement only.
Any resale or relicensing of this information is prohibited, except in accordance with such sublicensing agreements.

Map Date: March, 2000

provided. Additionally, the City collects development impact fees and permit issuance fees to assist with the provision of needed infrastructure.

Opportunities for Energy Conservation

The primary uses of energy in urban areas are for transportation lighting, water heating, and space heating and cooling. The high cost of energy demands that efforts be taken to reduce or minimize the overall level of urban energy consumption.

Title 24, Building Energy Standards for Residential Development, establishes energy budgets or maximum energy use levels. The standards of Title 24 supersede local regulations, and State requirements mandate Title 24 requirements through implementation by local jurisdictions. The City will continue strict enforcement of local and state energy regulations for new residential construction, and continue providing residents with information on energy efficiency.

The City's goal is to achieve maximum use of conservation measures and alternative, renewable energy sources in new and existing residences. By encouraging and assisting residents to utilize energy more efficiently, the need for costly, new energy supplies, and the social and economic hardships associated with any future shortages of conventional energy sources will be minimized.

CHAPTER 6
GOALS AND POLICIES

Goals and Policies

This section of the Housing Element contains goals and policies the City will implement to address a number of important housing-related issues.

The primary goal of the City of Oceanside is to ensure that decent, safe housing is available at a cost that is affordable to all current and future residents of this community at a cost which is within the reach of the City. To this end, the City will strive to maintain a reasonable balance between rental and ownership housing opportunities, between senior and family housing, and encourage a variety of individual choices of tenure, type, and location of housing throughout the community.

To achieve this goal, the following sub-goals and policies are addressed in this element: 1) produce opportunities for decent and affordable housing for all citizens; 2) encourage the development of a variety of housing opportunities; 3) protect, encourage, and provide housing opportunities for persons of low and moderate income and; (4) promote equal opportunity for all residents to reside in housing of their choice. Each issue area and the supporting goals and policies are identified and discussed in the following section.

Housing Opportunities

Goal 1: Produce opportunities for decent and affordable housing for all of Oceanside's citizens.

Policy 1.1: Promote a high quality urban environment with stable residential neighborhoods and healthy business districts.

Policy 1.2: Encourage and assist in neighborhood rehabilitation and beautification activities.

Policy 1.3: Promote a high rate of homeownership in Oceanside.

Policy 1.4: Advocate the rehabilitation of substandard residential properties by homeowners and landlords.

Policy 1.5: Continue to utilize the City's code enforcement program to bring substandard units into compliance with City codes and to improve overall housing quality and conditions in Oceanside.

Policy 1.6: Encourage higher density housing development along transit corridors.

Policy 3.5: Encourage the development of housing for low and moderate income households in areas with adequate access to employment opportunities, community facilities, and public services.

Policy 3.6: Attempt to preserve restricted low income housing in Oceanside that is at risk of converting to non-low income use by: a) identifying financial resources available to preserve these units; and b) assisting interested agencies and/or tenant groups in forming partnerships and gaining access to financial and technical resources.

Policy 3.7: Encourage the disbursement of lower and moderate income housing opportunities throughout all areas of the City.

Policy 3.8: When considering the allocation of housing subsidies, give priority to those programs and projects that will assist the City in meeting its self-certification goals.

Goal 4: Promote equal opportunity for all residents to reside in housing of their choice.

Policy 4.1: Prohibit discrimination in the sale or rental of housing with regard to race, ethnic background, religion, disability, income, sex, age, familial status or household composition.

Policy 4.2: Assist in the enforcement of fair housing laws by receiving and investigating fair housing allegations, monitoring compliance with fair housing laws, and referring possible violations to enforcing agencies.

CHAPTER 7
PROGRAMS

Programs

The programs contained in this section of the Housing Element describe specific actions the City of Oceanside will carry out over the five year housing element cycle to satisfy the community's housing needs and meet the requirements of State law. Funds available to implement these programs include: a portion of the City's Community Development Block Grant (CDBG) funds (estimated at $1.9 million per year), HOME funds (estimated at $650,000 per year), and redevelopment housing funds (estimated at $600,000 per year). The City's quantified objectives for the five-year housing element follow the program descriptions.

New Construction

Program 1: Housing Revenue Bonds (Multi-Family)

This program provides housing revenue bonds for the development of affordable housing multi-family housing for lower-income households.

Implementing Agency: City of Oceanside Housing Department

Funding Source: Issuance of Bonds/HOME Funds

Schedule: Ongoing

Discussion: Currently, due to low interest rates, it is not anticipated that any bonds will be issued for multi-family housing development. However, if interest rates rise, low-interest bonds will be issued by the City. When used, bonds are often used to assist in financing low income housing tax credit projects.

Program 2: Low Income Housing Tax Credit (LIHTC)

The City will seek to gain funding for the development of affordable housing through the LIHTC program. Investors receive a credit against federal tax owed in return for providing funds to developers to build or renovate housing for low income households. The capital subsidy allows rents to be set below the cost of development and maintenance of the property.

Implementing Agency: City of Oceanside Housing Department

Funding Source: California Tax Credit Allocation Committee/HOME Funds

Schedule: Ongoing

- An in-lieu fee option is available at the developer's discretion. In-lieu fees will be used for new construction, rehabilitation, homeownership and other activities consistent with the goals of the Housing Element.

Implementing Agency: City of Oceanside Planning Department and Housing Department

Funding Source: Developer as condition of construction

Schedule: The revised ordinance was adopted in conjunction with the 1999-2004 housing element.

Discussion: The City anticipates that the inclusionary ordinance will result in the development of approximately 400 units of housing affordable to low (289) and moderate (111) income households during the five-year housing element cycle. This number is based on the number of residential units expected to be built during the five year housing element cycle.

Program 5: Redevelopment Tax Increment Funded New Construction

This program sets aside 20 percent of the tax increment revenues that result from the City's redevelopment activities for the development of affordable housing. These funds will be set aside for affordable housing programs and allocated by the Community Development Commission.

Implementing Agency: City of Oceanside Redevelopment and Housing Departments

Funding Source: Redevelopment Housing Fund

Schedule: Ongoing

Discussion: The redevelopment set-aside fund averages approximately $600,000 annually. The City is anticipating that approximately $1.2 million will go towards new construction, and that approximately 140 new affordable units will be built.

Program 6: Section 202/ 8/ 811

The City will continue to work with local nonprofits to seek a sponsor and assist them in preparing the application for Section 202, Section 8, and Section 811 funding from the U.S. Department of Housing and Urban Development (HUD).

Implementing Agency: City of Oceanside Housing Departments and nonprofit agencies

Funding Source: General Fund and Section 202/8/811 Administrative Funds

Program 10: Vacant Land Conversions to Residential Land Uses

The vacant properties listed below will be examined during the planning period for conversion to residential use. These lands have the potential to intensify existing residential land uses or to convert from planned non-residential land uses to residential uses with varying degrees of density. In addition, some of these lands may lend themselves to a mixed-use scenario of commercial and residential within the same area, though not necessarily in the traditional multi-story mixed-use sense of ground floor commercial and above ground residential.

During the planning period the City will review the properties included in Table 44 with the property owners and neighborhood residents and consider possible land use changes to provide additional housing opportunities for the future.

Table 44
VACANT LAND WITH POTENTIAL TO CONVERT OR INTENSIFY TO RESIDENTIAL LAND USES
Oceanside, 1999

Property	Acres
1. Shelley property/ ECR/ Via las Rosas	11
2. Nakano property/ Dixie St./ south of MiraCosta campus	2
3. Lake Blvd. Property/ north side Lake/ east of College	5
4. Apple/Crouch/Southwest corner	2
5. Weese property/Crouch/ Oceanside*	12
6. Colina del Oro property/ Skylark east of Crouch*	5
7. Sky Mont/ east of ECR and south of Oceanside*	43
8. Colucci property/ Melrose – Oceanside Blvd. northwest/northeast corners	35
9. Southwest corner of Old Grove/Mission	3
10. Mission View Manor/ east side Douglas/ north of Mission	1
11. Jones property northwest corner/ Douglas/ N. El Camino Real	5
12. Belvedere property/ east of Douglas south of Pala	16
13. Nagata property/North River Rd. west of Auto Auction	20
*Transit Orient District Potential	

Implementing Agency: City of Oceanside Planning Department

Funding Source: General Fund

Schedule: Ongoing

Program 12: Homeless Shelter/ Transitional Housing Site Identification

State law requires that cities identify sites that are adequately zoned for the placement of homeless shelters and transitional housing. Additionally, they must not unduly discourage or deter these uses. To ensure compliance with this requirement, the City will review its current process for the siting of these uses. If the process is found to unduly restrict these uses, the City will modify its zoning ordinance accordingly. For a discussion of opportunities to site these uses in the City, see Chapter 5.

Implementing Agency: City of Oceanside Housing Department and Planning Department

Funding Source: General Fund

Schedule: Year Two

Discussion: A three unit transitional housing project will be opened next year by E.Y.E.

Rental Assistance/ Conservation

Program 13: Section 8 Certificates/ Vouchers

The City will continue to apply to the U.S. Department of Housing and Urban Development (HUD) for local allocations of Section 8 Rental Certificates and Vouchers, which provide rent subsidies to low income residents.

Under the Section 8 program, most tenants will pay about 30 percent of their income for rent. The remainder – the difference between what the tenant pays and the actual rent – is paid directly to the landlord by the public housing agency.

Implementing Agency: City of Oceanside Housing Department

Funding Source: U.S. Department of Housing and Urban Development (HUD)

Schedule: Ongoing

Rehabilitation

Program 16: Acquisition/ Rehabilitation

The City will continue to attempt to acquire, or assist nonprofits in acquiring, buildings in need of rehabilitation. The buildings will be rehabilitated and rented/sold to low income households.

Implementing Agency: City of Oceanside Housing Department

Funding Source: City of Oceanside Department Budget and Federal HOME program funds, CDBG Funds, Low income Housing Tax Credits, Redevelopment Set Aside Funds

Schedule: Ongoing

Program 17: Redevelopment Tax Increment Funded Rehabilitation

This program sets aside 20 percent of the tax increment revenues that result from the City's redevelopment activities for the development of affordable housing. These funds will be set aside for affordable housing programs and allocated by the Community Development Commission.

Implementing Agency: City of Oceanside Redevelopment and Housing Departments

Funding Source: Redevelopment Housing Fund

Schedule: Ongoing

Discussion: Currently the redevelopment set aside fund averages approximately $600,000 annually. The City anticipates that approximately $800,000 will go towards rental rehabilitation during the five-year housing element cycle, and that approximately 80 low income units will be rehabilitated.

Program 18: CDBG Funded Rental Rehabilitation

The City will continue to emphasize assistance for the rehabilitation of renter occupied multi-family housing. Applicants may receive a 10-year deferred loan, which is forgiven at the end of the ten-year period if units are rented to low income residents.

Implementing Agency: City of Oceanside Housing Department, Private Lenders

Home Buyer Assistance

Program 22: FirstHOME Program

The City will continue to provide information about the FirstHOME program, a program assisting low and moderate income first time home buyers with down payment and closing cost assistance.

Implementing Agency: City of Oceanside Housing Department

Funding Source: HOME Funds

Schedule: Ongoing

Discussion: Assistance for 20 low income households is anticipated.

Program 23: Mortgage Credit Certificates

The Mortgage Credit Certificate (MCC) program assists low and moderate income first time home buyers. Under this program, which is administered by the City of Oceanside, qualified first-time home buyers are able to take a federal income tax credit of up to 20 percent of the annual interest paid on their mortgage. This reduces the general income taxes of qualified home buyers, thus having the effect of subsidizing their payments.

Implementing Agency: City of Oceanside Housing Department

Funding Source: State of California Debt Limit Advisory Committee

Schedule: Ongoing

Discussion: The City anticipates receiving 75 new mortgage credit certificates during the five-year housing element cycle. Of these, approximately one third will be allocated to low income households and two thirds will be allocated to moderate income households.

Program 27: Land Write Downs

The City will explore providing land write downs for low income rental housing projects based on standards and plans for adequate low income housing sites. Assisted projects must meet the reservation requirements for low and moderate-income households for a period of thirty years or more.

Implementing Agency: City of Oceanside Planning Department, Housing Department and Redevelopment Agency

Funding Source: CDBG, Redevelopment Set Aside Funds, Inclusionary Housing In-Lieu Fees

Schedule: Ongoing

Program 28: Housing Element Monitor/ Revision

The City will continue to monitor and update the housing element as necessary.

Implementing Agency: City of Oceanside Housing and Planning Departments

Funding Source: City of Oceanside General Fund

Program 29: Fair Housing Program

The City will continue the documentation of discriminatory practices, education of public and housing industry regarding fair housing, expansion of minority housing opportunities, reduction of discrimination, and testing for discrimination.

Implementing Agency: City of Oceanside Housing Department

Funding Source: CDBG Funds

Program 30: Nonprofit Capacity Building

The City will continue to provide technical assistance to local nonprofits to encourage and enable them to become involved in the development of low and moderate-income housing.

Implementing Agency: City of Oceanside Housing Department

Funding Source: City of Oceanside Housing Department Budget

Quantified Objectives

Housing element law requires that quantified objectives be developed with regard to new construction, rehabilitation, conservation, and preservation activities that will occur during the five-year housing element cycle. Table 46 summarizes the City of Oceanside's quantified objectives for the provision of affordable housing opportunities based on its programs, during the 1999-2004 housing element cycle. The City's goal is to provide a total of 944 affordable housing opportunities. Opportunities will be provided for extremely low, very low and low income households. This will allow the City to self-certify its 2005-2009 housing element.

Table 46
QUANTIFIED OBJECTIVES FOR AFFORDABLE HOUSING OPPORTUNITIES
Oceanside, 1999-2004

Program	Income Category			Total
	Extremely Low	Very Low	Low	
LIHTC	35	30	5	70
Inclusionary Housing*	0	72	217	289
Redevelopment Tax Increment	60	60	20	140
Total New Construction	95	162	242	**499**
Section 8	100	25	0	125
Coastal Zone Replacement Hsg.	0	10	10	20
Total Conservation	100	35	10	**145**
Redevelopment Tax Increment	20	40	20	80
CBDG Funded Rental Rehabilitation	30	30	15	75
CDBG Funded Owner-Occupied Hsg. Rehabilitation	10	30	60	100
Total Rehabilitation	60	100	95	**255**
First HOME	0	0	20	20
MCC	0	5	20	25
Total Home Buyer Assistance	0	5	40	**45**
Total Preservation	0	0	0	0
Totals	255	302	387	944

* 400 for low/moderate: 289 low; 111 moderate

APPENDIX A
INCLUSIONARY ORDINANCE

ORDINANCE NO. 00-ORD241-1

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE AMENDING CHAPTER 14C BY REPEALING CHAPTER 14C AND SUBSTITUTING THEREFORE THE NEW CHAPTER 14C OF THE CITY CODE PERTAINING TO REQUIREMENTS FOR THE RESERVATION OF HOUSING UNITS FOR LOW AND MODERATE-INCOME HOUSEHOLDS IN RESIDENTIAL PROJECTS

WHEREAS, Government Code Section 65588(b) requires local jurisdictions to revise their Housing Elements every five years, and

WHEREAS, the City of Oceanside has revised its Housing Element for the period July 1999 through June 2004, and

WHEREAS, Government Code Section 65584(a) requires localities to include the regional share housing needs for persons of all income levels in their Housing Elements, and

WHEREAS, market history has shown that the private sector will not provide an adequate number of housing units affordable to low and moderate-income households to meet the locality's regional share housing needs, and

WHEREAS, every time a non-affordable housing project is built it reduces the inventory of available land upon which to potentially develop affordable housing projects, and

WHEREAS, failure to expand the supply of affordable housing will make it more difficult for future employers to secure a labor force, and therefore could cause unacceptable harm to the quality of life in the city, and

WHEREAS, Government Code Section 65583(c) requires a program which sets forth a five-year schedule of actions the local government will undertake to achieve the goals and objectives of the Housing Element, and

WHEREAS, when all Federal, State, and local programs other than the Inclusionary Housing program are considered there exists a shortfall in the affordable units projected in the Housing Element and the Regional Share Housing Needs, and

WHEREAS, an Inclusionary Housing program is necessary to achieve the regional share goals indicated in the Housing Element, and

(1) A for-sale housing unit shall be affordable if the sales price does not exceed 250% of the area median income for San Diego County, adjusted for family size/bedroom size, as published by HUD. The family size/bedroom size adjustment shall be as follows:

one-bedroom units shall be based on the median income for a family of two;

two-bedroom units shall be based on the median income for a family of three;

three-bedroom units shall be based on the median income for a family of four;

four-bedroom units shall be based on the median income for a family of five.

(2) A rental housing unit shall be affordable if the total housing cost, including rent and utilities, paid by a household does not exceed 30% of the monthly gross income of a household with a monthly income not exceeding 60% of the area median income adjusted for household size. A household size used to calculate the maximum affordable rent shall be those indicated in the paragraph above.

B. Area Median Income. The median household income of San Diego County or equivalent geographic area as annually estimated by HUD pursuant to Section 8 of the United States Housing Act of 1937. In the event such HUD determinations of area median income are discontinued, the area median income shall be that median household income as established and published by the State of California Department of Housing and Community Development pursuant to Health and Safety Code Section 50093.

C. Household. A person or persons living together in the same residence.

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. . . . . .

D. HUD. The United States Department of Housing and Urban Development.

unit or pay a partial in-lieu fee equal to the remaining fraction. The amount of the in-lieu fee shall be determined according to Section 14C.6.B.

(3) Timing for construction of reserved units. The reserved units shall be constructed either prior to or simultaneously with the non-reserved units within the development. If the development is being constructed in phases, the percentage of reserved units to be constructed in each phase shall be equivalent to ten percent of the total number of units being constructed in that phase.

(4) Sales Price. The initial sales price and resale sales price of reserved units shall be limited to ensure that the price is affordable within the definition contained in Section 14C.4.A.(1).

(5) Sales restriction. Reserved units shall be sold or resold only to eligible low or moderate-income households. The City shall determine the eligibility of such households.

A deed restriction, covenant, and/or other instrument enforceable by the City and approved by the City Attorney and Director of Housing and Neighborhood Services, limiting the resale of such units to eligible low or moderate-income households shall be recorded against the title of all reserved units at affordable prices as described in subsection (4) immediately above. The duration of such resale restrictions shall be a minimum of 55 years.

(6) Rental restriction. The requirements indicated in Section 14C.5.B.(4) shall apply if rental housing is provided as the reserved units.

B. Reservation of rental unit.

(1) No rental residential project subject to this chapter (including time extensions) shall be permitted unless at least 10% of such housing units are reserved for low-income households.

. . . . . .

(2) Calculation of reservation requirement. The provisions of Section 14C.5.A.(2) shall apply to the calculation of the number of housing units to be reserved in any rental housing development.

subject to this chapter by application of the City Council resolution adopted pursuant to Subsection A above, which resolution shall use the following formula:

The median sales price of homes sold in the City of Oceanside based on the last quarter of the calendar year prior to the year in which the building permit is issued

minus

The maximum affordable sales price for a three-bedroom unit as defined in Section 14C.4.A.(1). However, the Area Median Income figures in effect during the last quarter of the calendar year prior to the year in which the building permit is being issued shall apply.

(Median sales price of new home – affordable three-bedroom sales price = in-lieu fee)

To obtain the per unit in-lieu fee the entire in-lieu fee shall be divided by the total number of units in the project. If the in-lieu fee option is chosen to comply with this chapter, in whole or in part, the per unit in-lieu fee shall be paid for each unit that a building permit is issued.

C. All in-lieu fees collected hereunder shall be used by the City exclusively to provide housing opportunities for low or moderate-income households anywhere within the City. All in-lieu fees shall be held in a separate account with interest accruing to said account. All funds in the account shall be spent in any manner authorized by law as the City Council deems appropriate solely to provide housing opportunities for low or moderate-income households. For the purposes of this subsection, the term "provide housing opportunities for low or moderate-income households" means any expenditure authorized by law which directly or indirectly makes housing units affordable to low or moderate-income households.

. . . . . .

. . . . . .

D. If a residential project, subject to this chapter, is required to provide replacement housing pursuant to Government Code Section 65590, then the number of units required to be reserved for low or moderate-income households shall be the larger of the number of units required under Government Code Section 65590 or this

D. Joint venture off-site provision of rental reserved units. Provided all participating applicants can meet the "non-feasibility" test mentioned above, off-site rental projects may provide the reserved units for multiple applicants.

E. Reserved unit credits. If an applicant provides newly constructed units to meet the requirements for provision of reserved units pursuant to this chapter, and such new units exceed the number of reserved units required by this chapter, then the "excess" units may be used to meet the reserved unit requirements for another applicant. Any sale of "reserved unit credits" shall be an entirely civil transition with no regulation by the City (i.e. reserved unit credits may be sold for "what the market will bear"). Applicants who propose to meet their reserved unit requirement by purchasing reserved unit credits in another project must be able to meet the "non-feasibility" test for on-site provision. All reserved units credits must be deed restricted to comply with the requirements of Section 14C.5.B.

Section 14C.8. Periodic Review.

Annually, the City Council shall review the status of compliance with this chapter, and the degree to which reserved units provided and fees collected pursuant to this chapter are addressing the shortfall of affordable housing units. Not later than five years after the effective date of this chapter, the City Council shall consider a report by the City Manager reviewing the reservation requirement and fee formula established to implement the provisions of this chapter to determine whether any adjustments in the reservation requirement or fee formula are warranted.

Section 14C.9. Administration.

A. The provisions of this chapter shall be administered by the Director of Housing and Neighborhood Services of the City of Oceanside under the direction of the City Manager.

B. The City Council may adopt by resolution rules and regulations for the implementation of this chapter.

INTRODUCED at a regular meeting of the City Council of the City of Oceanside, CA, held on the _____ of _____, 2000, and thereafter

PASSED, ADOPTED and ORDERED PUBLISHED by the City Council of the City of Oceanside, California this _____ day of _____, 2000, by the following vote:

AYES:

NAYS

ABSENT:

ABSTAIN:

_____

Mayor of the City of Oceanside

ATTEST:

_____

City Clerk

APPROVED AS TO FORM:

_____

City Attorney

CIRCULATION ELEMENT

CITY OF OCEANSIDE
CALIFORNIA

Prepared by:

Engineering Department
Planning Department
City of Oceanside
September 1995

Approved by:

Transportation Commission
City of Oceanside
September 19, 1995

Approved by:

Planning Commission
City of Oceanside
Resolution No. 95-P50
October 23, 1995

Approved by:

City Council
City of Oceanside
Resolution No. R95-201
November 15, 1995
Resolution No. R95-214
December 13, 1995

Amended
Resolution No. 00-R029-1
January 19, 2000
by City Council

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SUMMARY

Presented herein, is a discussion of existing conditions, a proposed Circulation Element of the General Plan together with a new Master Transportation Plan, and specific recommendations for problem streets and intersections including revisions based on City Council direction to Staff.

This Circulation Element and its accompanying Master Transportation Plan should be thought of as a set of guidelines. In adopting the recommended programs that follow, the City can have reasonable assurance that it is performing the best transportation planning possible. A timely review every three years would seem a reasonable safeguard to insure that the plan reflects current City policies and regional transportation practices.

CHAPTER 1

INTRODUCTION

BACKGROUND

The existing Circulation Element was adopted by the City Council in 1981. It has been partially amended several times in response to changes in the City's land use pattern. In 1986, the City of Oceanside adopted a comprehensive updated Land Use Element of the General Plan, which established a long-range plan for the City's land use pattern and levels of development intensity.

In 1986, the City of Oceanside, together with other jurisdictions along the State Highway 78 corridor, contracted with the San Diego Association of Governments (SANDAG) for the State Highway 78 Corridor Study to determine future needs of that corridor.

In addition, the SANDAG Series 8 Regional Growth Forecast (1990-2005) contains information about anticipated growth in the region and in Oceanside. The information in the computer model used for this plan reflects those SANDAG projections as well as a build-out scenario for the City. The new data from this study was used to document the proposed prediction model for this Circulation Element update. It also incorporated future traffic volumes associated with cumulative development activities in the north San Diego County area that would generate trips beginning or ending outside of Oceanside.

Therefore, the City has undertaken this comprehensive update of the Circulation Element. The purpose of the Circulation Element is to ensure that the City's Master Transportation Plan and its implementation policies and programs will safely and efficiently accommodate the growth envisioned in the Land Use Element. The Master Transportation Plan provides the network of roadways which is the foundation of the Transportation System. It contains the hierarchy of roadways.

PROJECT LOCATION AND DESCRIPTION

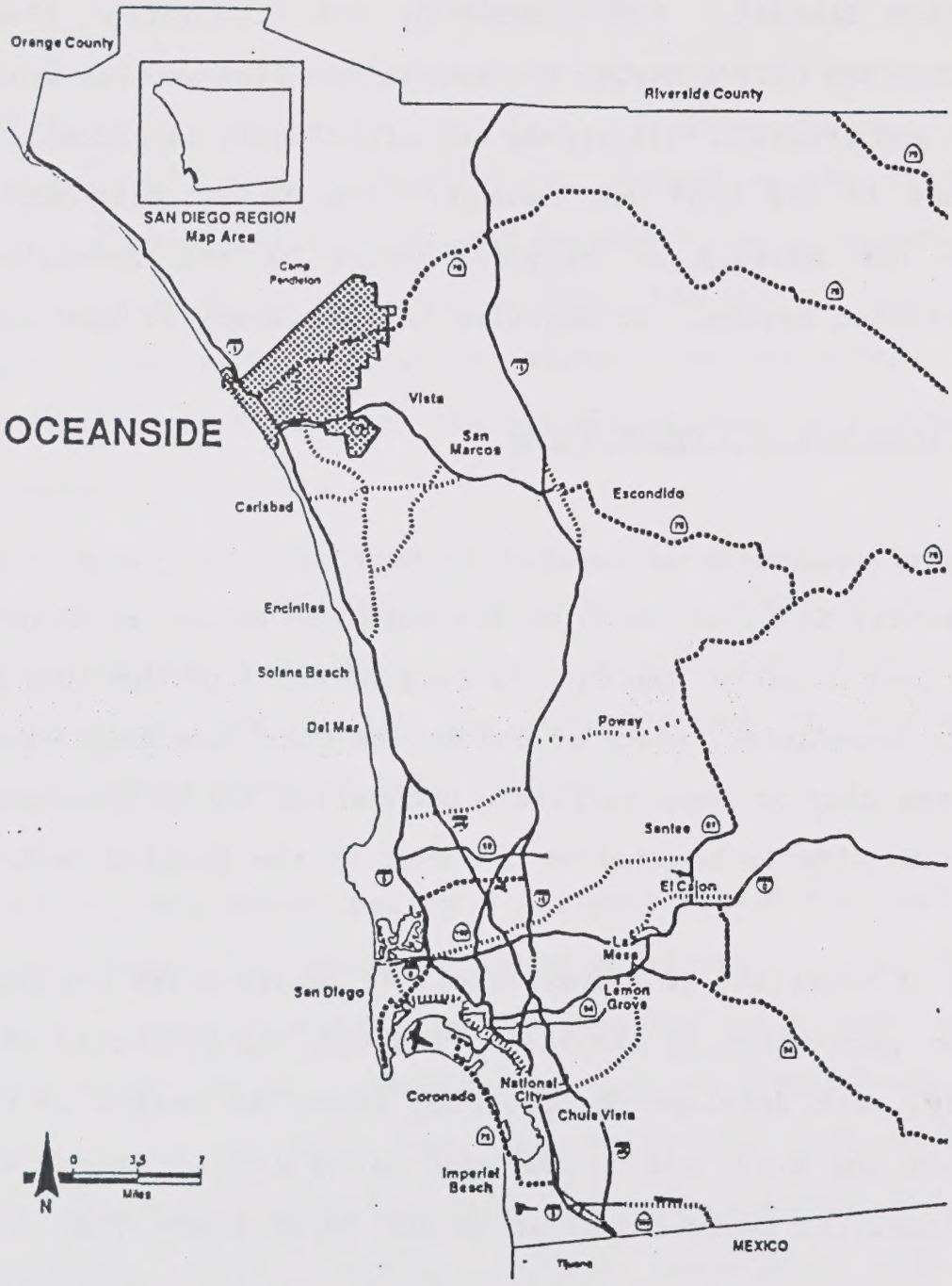
The City of Oceanside is located in northwest San Diego County and is approximately 50 miles north of downtown San Diego, as shown in Figure 1. More specifically, the City is located north of the City of Carlsbad corporate boundaries, south of the Marine Corp Base Camp Pendleton, and west of the City of Vista corporate boundaries and unincorporated County area. Oceanside is bounded on the west by the Pacific Ocean.

The City is comprised of approximately 42 square miles and has a current estimated population of 148,704[1]. The City is primarily an urbanized community, with development occurring along the coast, in the central portion of the City, and to the east along Mission Avenue and Highway 78. Specialized agricultural areas and rural areas exist in

[1] State Department of Finance, 1/1/95.

FIGURE 1

DRAFT



CITY OF OCEANSIDE

REGIONAL LOCATION

the northeastern portion of the City. The topography of Oceanside consists of low rolling hills, creeks, and river valleys typical of the coastal areas of much of Southern California. The highest elevations in the eastern portion of the City are approximately 800 feet, and the lowest elevations along the coast are at sea level.

PURPOSE AND AUTHORITY

Pursuant to Government Code Section 65302(b) a Circulation Element is a required component in all County and City General Plans as follows:

> "A Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and facilities, all correlated with the Land Use Element of the plan."

SCOPE OF THE CIRCULATION ELEMENT

The Master Transportation Plan, upon adoption, serves as the Circulation Element's main policy tool, designating future road improvements, extensions, and special intersection design treatments.

The Circulation Element shall also:

- Identify the transportation needs and issues within the City and those regional relationships that affect the City's transportation system.

- Establish goals for the Element with objectives and policies to attain those goals.

- Describe the proposed circulation system in terms of geometric design elements, operating characteristics, and limits of operation including current standards, guidelines, and accepted criteria for the location, design and operation of the transportation system.

- Consider transportation modes such as car pools, buses and mass-transit as essential in providing services and access to facilities.

- Establish policies that coordinate the circulation system with planned land uses and provide direction for future decision making in the realization of the Circulation Element goals.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Circulation Element is concerned with the interactional relationship between land use activities and the movements of people and goods. The Circulation Element must be consistent with all elements of the General Plan and is closely related to Land Use, Housing, Environmental Resource Management, Noise and Community Facilities Elements.

The provisions contained within the Circulation Element affect land utilization, social and economic accessibility and environmental resources within the community. The infrastructure of the circulation system is considered to be one of the chief generators of the physical development within a community. The location and design requirements for all the modes of transit place major impacts upon the air and noise quality, biological habitats, energy use and aesthetic appearance within the community.

The circulation system is an important factor in choosing where to live. The social interaction between people is enhanced and augmented through the provisions of the circulation system. The economic viability of a community is also affected by the circulation system. Businesses and industry depend upon the ease and availability of accessing the circulation system as a prime locational consideration. The provision of goods and services is intrinsically related to the location of housing, the availability of developable commercial and industrial land, and the ability of the circulation system to accommodate their specific needs.

The Land Use Element provides locational relationships and the intensity of land utilization within a community. The circulation system provides the means of connecting all land uses, and promotes the interaction between all land use activities.

The Housing Element sets forth a plan for the provision of land which will be utilized for human habitation. The housing locations and their intensity of use are established within the Land Use Element. The circulation system provides the means of connecting all housing locations with other land use activities, for accessing goods and services, and promoting social and economic interaction.

The Environmental Resource Management Element contains provisions for the preservation of natural areas. Many open space areas are reserved for the public benefit, such as parks. The circulation system also contains provisions and standards for movement of non-motorized traffic, such as pedestrians, bicyclists and equestrians. Open space areas are often interconnected with other land uses through the utilization of trails for the exclusive use by non-motorized traffic.

The Noise Element, quantifies and establishes standards for noise generation, provides exposure information and limitations with respect to transportation systems. The noise emissions created by transportation systems relate to the placement and design considerations of all facilities, in order to ensure compatibility with human needs and safety.

The Community Facilities Element provides a comprehensive listing of all public facilities that are needed to meet a certain service level demanded by the population. With population growth and given development patterns, the circulation system is evaluated and the potential impacts on the transportation facilities are identified. Therefore, improvements to the circulation system are planned, as a means of accommodating new growth and eliminating future deficiencies.

REGIONAL RELATIONSHIPS

The plans of adjacent local agencies should be reviewed and commented upon, whenever the opportunity arises to ensure compatibility of circulation systems which cross political boundaries.

IDENTIFICATION OF ISSUES

The following are issues which must be considered when implementation of the circulation system takes place:

1. The City of Oceanside has several older residential neighborhoods and areas with small businesses that are located near existing roadways and exposed to moderate noise levels. There will be a significant increase in the number of roadways with moderate noise problems (67-70 Db CNEL at 100 feet from centerline). In new areas of development, these concerns are being addressed through the use of perimeter walls as noise barriers. However, walls are not always a viable noise control measure. There must be intermittent openings allowed for driveway access, line-of-sight viewing for motorists, and pedestrian access. Therefore, roadway improvements

must critically examine various secondary noise control options (speed limits, truck exclusion, residential relocation, conversion to less sensitive land uses, landscaping, etc.). In certain areas, a buffer zone with increased setback areas may be needed.

2. In order to create a more coordinated and efficient roadway system, some roadway extensions and upgrades have been recommended which will go through residential areas, agricultural areas, or environmentally sensitive areas. It is recommended that prior to adoption of final alignment, thorough environmental/engineering studies be conducted.

It is further recommended that the decision to commence with roadway construction occur only when the Level of Service (LOS) on the road and/or at nearby intersections is caused to go to an unacceptable level by proposed developments and warrants the construction of the roadway. In some cases, the LOS of intersections and streets is already at an unacceptable level.

3. The impact of proposed roadway improvements will affect residential, commercial, industrial, and other types of structures in currently developed areas. Various existing land uses may require relocation and/or removal of setback areas may be reduced along roadways designated as requiring additional capacity. In cases where the impacts would be extremely disruptive, all options to roadway widening should be explored. These options can include

reversible lanes, elimination of on-street parking with a program of restriping and demand-management strategies (promotion of vanpooling, carpooling, pedestrian, and bicycle usage).

4. The City of Oceanside is fortunate to have considerable recreational, open space, agricultural, and historic resources. These special resources also present a challenge to the circulation system. A delicate balance must be achieved in allowing adequate roadways to be implemented, while at the same time, present the least amount of disruption of the natural terrain, vegetation, and character of an area. The Environmental Impact Report for this Circulation Element addresses these concerns and suggests ways to mitigate potential impacts.

5. Like most coastal cities, Oceanside experiences a heavy volume of through traffic due to its location in the Los Angeles - San Diego corridor, and due to major trip generators such as the Harbor, Camp Pendleton, recreation areas, and employment centers. The City can benefit by participating in regional corridor proposals to coordinate local transportation planning, such as bicycle corridors, commuter rail service from Oceanside to Escondido and north-south commuter rail service to San Diego in order to mitigate negative impacts caused by through traffic.

6. Implementation of the Master Transportation Plan must, of necessity, be closely related to funding potentials. These are most notably represented by the Thoroughfare Fees which are

collected from land development. Administration of the fees requires prioritization of the various elements of the Master Transportation Plan so that as fees are collected, they are expended on appropriate portions of the street plan which have the greatest need.

7. Implementation of the Master Transportation Plan may also have impacts on the structural integrity of the various street sections. As traffic volumes increase, as new streets are constructed, or as existing streets are extended, widened or lanes added, the TI (Traffic Index) may well indicate a need for a heavier structural section than had been previously planned. Failure to take note of such need may result in premature pavement failure, associated cost, stress, and negative public reaction. In analyzing funding sources such as the Thoroughfare Fee, such pavement upgrading is an important cost factor which cannot be overlooked.

CHAPTER 2

EXISTING CONDITIONS - 1995

LEVELS OF SERVICE

A map of the existing circulation system is shown in Figure 2. Throughout this report, reference will be made to Level of Service (LOS), either on roadway segments or at intersections. The reader is referred to Table 1 for a description of conditions which constitute the various levels of service from A to F.

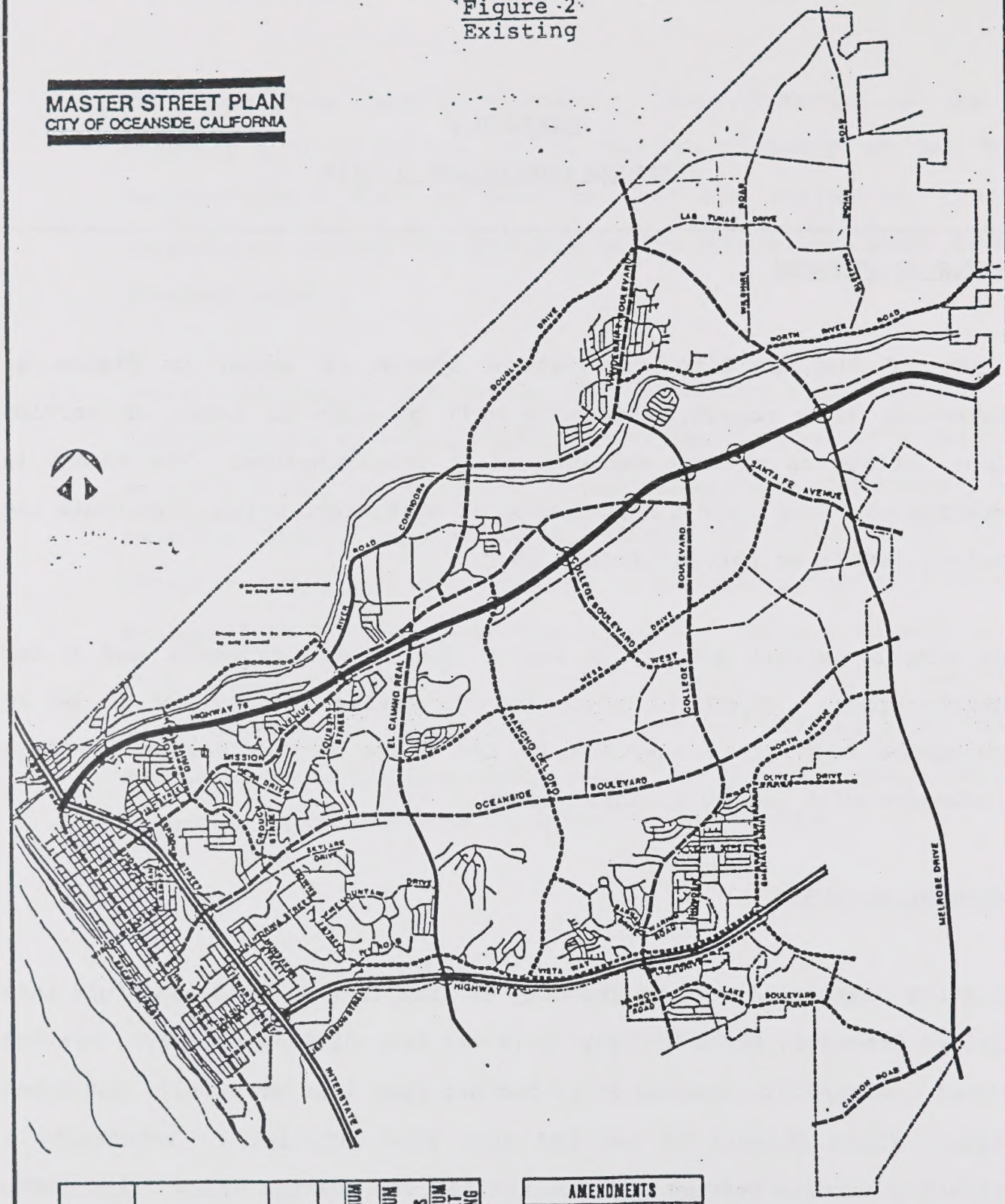
The City's current policy is LOS C for street segments and D for intersections. Staff is proposing to revise the policy to be in accordance with other agencies to LOS D for street segments. More discussion will follow in this report.

REGIONAL ROADWAYS

Existing regional access to the City is from Interstate 5 (an eight lane divided freeway), State Highway 78 (a six lane divided freeway), Mission Avenue Avenue/State Highway 76 (a two and four lane arterial), and Coast Highway (Hill Street) (a two and four lane arterial). Interstate 5 currently carries between 128,000 and 155,000 average daily trips (ADT) through the City of Oceanside. State Highway 78 currently carries between 101,000 and 116,000 ADT through Oceanside. It should be noted that the San Diego Association of Governments (SANDAG) conducted the Highway 78 Corridor Study, which identified impacts to this facility and

Figure 2
Existing

MASTER STREET PLAN
CITY OF OCEANSIDE, CALIFORNIA



SYMBOL	CLASSIFICATION	RIGHT-OF-WAY	LANES	MAXIMUM GRADE	MINIMUM CURVE RADIUS	MINIMUM STREET SPACING
	FREEWAY	STATE DESIGN STANDARDS				
	EXPRESSWAY	STATE DESIGN STANDARDS				
	PRIME ARTERIAL	124'	6	6%	1000	1/2 MI.
	MAJOR ARTERIAL	100'	4	8%	1000	1/4 MI.
	SECONDARY ARTERIAL	84'	4	8%	750	1/8 MI.
	COLLECTOR	60'-72'	2-4	8%	500	300'
	LOCAL	52'-60'	2	12%	200	150'
○	INTERCHANGE					
□	OVERPASS					

These are general minimum standards.
Specific requirements must be determined for each street at time of construction.

AMENDMENTS			
NAME	RES. NO.	DATE	ORD.

Proposed roadways are depicted on this Master Street Plan along generally determined routes, and should not be interpreted as being precisely aligned. Such precise alignment shall be determined as development and/or need warrants.

Background material and supporting data for this element is contained in the report entitled "THE MASTER STREET PLAN" General Plan Document.

Approved by Planning Commission
Res. [illegible] Date [illegible]
CHAIRMAN
SECRETARY

Adopted by City Council
Res. [illegible] Date [illegible]
MAYOR
CITY CLERK

Table 1[1]

STREET SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service	Operating Conditions
A	Free flow; speed controlled by driver's desires, speed limits, or physical roadway conditions.
B	Stable flow; operating speeds beginning to be restricted; little or no restrictions on maneuverability from other vehicles.
C	Stable flow; speeds and maneuverability more closely restricted.
D	Approaches unstable flow; tolerable speeds can be maintained, but temporary restrictions to flow cause substantial drops in speed. Little freedom to maneuver, comfort and convenience low.
E	Volumes near capacity; flow unstable; stoppages of momentary duration. Ability to maneuver severely limited.
F	Forced Flow; low operating speeds; volumes below capacity, queues form.

[1] 1985 Edition Highway Capacity Manual, Special Report 209, Chapter 11, pg. 11-4. See Chapter 3, Goals, Objectives and Policies, page 42, Policy D for minimum acceptable Level of Service.

solutions to mitigate those impacts. State Highway 76 currently carries between 19,000 and 26,000 ADT from Douglas Drive to the easterly City boundary and between 32,000 and 45,000 west of Douglas Drive to Interstate 5. Coast Highway (Hill Street) currently carries between 16,000 and 24,100 ADT from north City limits to south City limits.

CITY STREETS

Table 2 shows selected street segments with the City's adopted classification, existing configuration, the most recent traffic volumes, and corresponding levels of service.

The following is a description of the existing condition of the City of Oceanside's significant streets:

Cannon Road is designated as a major arterial and runs through the south-eastern portion of the City. This facility is constructed to ultimate standards from Melrose Drive to approximately 500 feet east of the City's boundary with Carlsbad. Ultimately, Cannon Road will run from west of Interstate 5, where an interchange currently exists, easterly, through Carlsbad to it's intersection with Melrose Drive near the easterly City limits. Cannon Road currently carries 6,600 ADT and 11,500 at LOS A west and east of its intersection with Lake Boulevard, respectively.

Canyon Drive is designated as a secondary arterial from Oceanside Boulevard north to the future Route 76 expressway. Currently, this facility is constructed with two travel lanes between Mission Avenue and Crouch Street and with two travel lanes south to Oceanside Boulevard. A 1990 traffic count

Table 2

Existing Street Segments and Classification

Traffic Volumes and Levels of Service

Street Segment:	Adopted Class*	Existing Configuration	Existing ADT(x000's)	LOS[1]
Cannon Road				
West City Limits/Lake Blvd.	Major	4 lanes div	6.6	A
Lake Blvd./Melrose Drive	Major	5 lanes div	11.5	A
Canyon Drive				
Oceanside Blvd./Crouch Street	Secondary	2 lanes	4.6	A
Crouch Street/Mission Avenue	Secondary	2-4 lanes	8.6	E
Cassidy Street				
Pacific St./Hill St.	Collector	2 lanes	8.2	E
Hill St./Stewart St.	Collector	2 lanes	4.7	A
Stewart St./I-5	Collector	2 lanes	5.6	B
I-5/Hunsaker St.	Collector	2 lanes	3.6	A
Coast Highway (Hill Street)				
North City Limits/SR-76	Secondary	2-4 lanes	16.0	F
SR-76/Mission Avenue	Major	4 lanes	19.1	C
Mission Avenue/Wisconsin Avenue	Major	4 lanes	20.1	D
Wisconsin Avenue/Oceanside Blvd.	Major	4 lanes	25.0	E
Oceanside Blvd/California Street	Major	4 lanes	23.5	E
California Street/Cassidy Street	Major	4 lanes	20.0	C
Cassidy Street/Vista Way	Major	4 lanes	18.0	C
Vista Way/South City Limits	Major	4 lanes	17.0	B
College Boulevard				
South City Limits/Lake Blvd.	Major	Not Built	N/A	N/A
Lake Blvd./Plaza Drive	Major	4 lanes div.	15.0	A
Plaza Drive/SR-78	Major	5 lanes div.	31.5	C
SR-78/Vista Way	Major	5 lanes div.	34.0	C
Vista Way/Barnard Drive	Major	5 lanes div.	32.2	C
Barnard Drive/Lewis Street	Major	4 lanes div.	26.0	B
Lewis Street/Olive Drive	Major	4 lanes div.	27.1	B
Olive Drive/Oceanside Blvd	Major	4 lanes div.	40.0	E
Oceanside Blvd/Old Grove Road	Major	4 lanes div.	37.0	E
Old Grove Road/Mesa Drive	Major	4 lanes div.	37.0	E
Mesa Drive/Mission Avenue	Major	4 lanes div.	24.0	A
Mission Avenue/North River Road	Prime	4-6 lanes div	28.0	A
Douglas Drive				
Mission Avenue/El Camino Real	Major	4 lanes	8.5	A
El Camino Real/North River Road	Major	4 lanes div.	33.6	D
North River Road/Vandegrift Blvd	Secondary	2 lanes	9.6	A
El Camino Real				
SR-78/Vista Way	Prime	6 lanes div.	38.0	C
Vista Way/Via Las Rosas	Prime	6 lanes div.	34.8	B
Via Las Rosas/Fire Mountain Road	Prime	6 lanes div.	34.8	B
Fire Mountain Rd/Oceanside Blvd.	Prime	6 lanes div.	32.0	B
Oceanside Blvd./Mesa Drive	Major	4 lanes div.	36.5	E
Mesa Drive/Mission Avenue	Major	4 lanes div.	25.1	B
Mission Avenue/Douglas Drive	Collector	4 lanes	22.1	D
Emerald Drive Eastern City Limits				
Lake Boulevard/Sunset Drive	Secondary	2-4 lanes	7.5	D
Lewis Street/Olive Drive	Secondary	2 lanes	19.0	E

[1] LOS with existing configuration and existing ADT.

Table 2 (Cont. Page 2)

Existing Street Segments and Classification

Traffic Volumes and Levels of Service

Street Segment	Adopted Class *	Existing Configuration	Existing ADT(x000's)	LOS[1]
Lake Boulevard				
College Blvd./Emerald Drive	Secondary	2-4 lanes	11.9	C
Emerald Drive/Cannon Road	Secondary	4 lanes	11.2	B
Melrose Drive				
600' S. of Cannon/500' N. of Cannon	Prime	5 lanes div.	21.6	A
500' S. of Oceanside Bl/Oceanside Bl	Prime	4 lanes div.	17.0	A
Oceanside Blvd./N. Santa Fe Dr.	Prime	2 lanes-4 lanes div.	8.8	A
Mesa Drive				
Mission Avenue/Crouch Street	Collector	2 lanes	5.5	B
Crouch Street/Foussat Street	Collector	2 lanes	5.2	A
Foussat Street/El Camino Real	Collector	2 lanes	5.2	A
El Camino Real/Rancho del Oro Dr	Secondary	4 lanes	15.0	B
Rancho del Oro Dr/College Blvd.	Secondary	4 lanes	15.0	B
College Blvd./N. Santa Fe Ave.	Secondary	4 lanes	8.5	A
Mission Avenue				
Pacific St./Coast Highway (Hill St.)	N/A	4 lanes	11.8	A
Coast Highway (Hill Street)/Horne Street	Major	4 lanes	20.0	C
Horne Street/I-5	Major	4 lanes	21.0	D
I-5/Brooks Street	Major	4 lanes div.	47.0	F
Brooks Street/Canyon Drive	Major	4 lanes div.	47.0	F
Canyon Drive/Mesa Drive	Major	4 lanes div.	43.0	F
Mesa Drive/Foussat Street	Major	4 lanes div.	43.0	F
Foussat Street/El Camino Real	Major	4 lanes div.	43.0	F
El Camino Real/Douglas Drive	Major	4 lanes div.	38.0	E
Douglas Drive/Rancho del Oro Dr	Major	4 lanes div.	27.0	B
Rancho del Oro Drive/Old Grove Rd	Major	2 lanes	27.5	F
Old Grove Road/College Blvd.	Major	2 lanes	21.8	F
College Boulevard/North Santa Fe	Major	2 lanes	23.1	F
North Santa Fe/East Vista Way	Major	2 lanes	16.0	F
North River Road				
E. City Limits/Sleeping Indian Rd	Secondary	2 lanes	6.6	C
Sleeping Indian Rd/Vandegrift Blvd	Secondary	2 lanes	6.6	C
Vandegrift Blvd./College Blvd.	Major	4 lanes	24.0	B
College Blvd/Douglas Drive	Major	4 lanes	26.0	B
North Santa Fe Avenue				
Mission Avenue/Mesa Drive	Major	4 lanes div.	12.6	A
Mesa Drive/Melrose Drive	Major	2-4 lanes	12.6	D
Melrose Drive/East City Limits	Major	2-4 lanes	12.6	D
Oceanside Boulevard				
Pacific Street/Coast Highway (Hill Street)	Collector	2 lanes	5.3	B
Coast Highway (Hill Street)/I-5	Major	4 lanes	12.6	A
I-5/Crouch Street	Major	4 lanes div.	34.8	D
Crouch Street/Foussat Street	Major	4 lanes div.	29.0	C
Foussat Street/El Camino Real	Major	4 lanes div.	28.0	C

[1] LOS with existing configuration and existing ADT.

Table 2 (Cont. Page 3)

Existing Street Segments and Classification

Traffic Volumes and Levels of Service

Street Segment	Adopted Class*	Existing Configuration	Existing ADT(x000's)	LOS[1]
Oceanside Boulevard (Cont.)				
El Camino Real/Rancho del Oro Dr	Major	6 lanes div.	22.6	A
Rancho del Oro Drive/Ave del Oro	Major	6 lanes div.	25.0	A
Ave del Oro/College Blvd.	Major	6 lanes div.	27.3	A
College Blvd./Temple Heights	Major	4 lanes div.	26.5	B
Temple Heights/Melrose Drive	Major	4 lanes div.	18.0	A
Melrose Drive/East City Limits	Major	4 lanes div.	17.0	A
Old Grove Road				
Mesa Drive/Mission Avenue	Major	4 lanes div.	2.4	A
Olive Drive				
College Blvd./Emerald Dr. (E. City Limits)	Secondary	4 lanes	10.5	C
Pala Road				
River Road/Douglas Drive	Secondary	2 lanes	2.5	A
Plaza Drive				
College Blvd./East City Limits	Secondary	4 lanes	18.5	C
Rancho del Oro Drive				
SR-78/Glaser Drive	Secondary	4 lanes div.	12.0	A
Glaser Drive/Oceanside Blvd.	Secondary	3-4 lanes div.	12.0	A
Mesa Drive/Mission Avenue	Secondary	4 lanes	8.0	A
Vandegrift Boulevard				
North River Road/Douglas Drive	Major	4 lanes div.	20.3	A
Douglas Drive/North City Limits	Major	4 lanes div.	19.8	A
Vista Way				
Coast Highway (Hill Street)/Interstate 5	Secondary	4 lanes	19.9	C
Ivy Road/Rancho del Oro Dr.	Secondary	4 lanes	19.4	C
Rancho del Oro Drive/College Blvd.	Secondary	2 lanes	16.0	F
College Blvd./Emerald Drive	Secondary	2 lanes	18.5	F

* Prime Arterial - 6 lanes divided
Major Arterial - 4 lanes divided
Secondary Arterial - 4 lanes undivided
Collector Road - 2 lanes undivided

[1] LOS with existing configuration and existing ADT.

on Canyon Drive shows a daily traffic volume of 8,600 (LOS E) north of Crouch Street and 4,600 (LOS A) east of Crouch Street.

Cassidy Street is shown on the existing Master Street Plan as a collector street for its entire length from Pacific Street to Ivy/Jefferson Street. The easterly portion between Hunsaker and Ivy does not exist. The existing segment between Pacific and Hunsaker carries traffic volumes in the 4,000 to 8,000 range, which translates to LOS A to E. The segment with LOS E lies west of Coast Highway (Hill Street) to Pacific Street and has not received major attention for improvements. This segment does not have serious congestion problems as traffic is distributed over the daylight hours rather than concentrated in morning or afternoon peaks.

Coast Highway (Hill Street) runs north/south through the City's downtown (parallel to Interstate 5) and is designated a major arterial on the City's Circulation Element. This roadway is built to secondary arterial standards (with parking restricted at intersections to allow left turn lanes) for its entire length. Due to existing development along both sides of this facility, it will most likely remain in its existing configuration. Coast Highway (Hill Street) carries between 16,000 and 25,000 ADT at LOS B through E on most segments (1989 & 1991 counts).

College Boulevard originates south of State Highway 78. From this interchange, College Boulevard continues north through the City, terminating at North River Road. College Boulevard is designated a major arterial from the City's southern limits to Mission Avenue. Between Mission Avenue and North River Road, it is designated a prime

arterial. College Boulevard is built to ultimate major arterial standards between State Highway 78 and Mission Avenue. Latest traffic counts (1993 and 1994) indicate College Boulevard carries between 15,000 and 40,000 ADT at LOS A, B, C and E, respectively, between South City Limits and Oceanside Boulevard. The section between Oceanside Boulevard and Mission Avenue is improved as a four-lane road (divided) and carries between 24,000 and 37,000 ADT at LOS A and E, respectively. Between Mission Avenue and North River Road, College Boulevard is constructed to an ultimate six lanes south of the Murray Road toll bridge and four lanes north to North River Road. This segment currently carries 28,000 ADT (1994) at LOS A.

Douglas Drive is designated as a major arterial between Mission Avenue and North River Road and a secondary arterial from North River Road to Vandegrift Boulevard. This roadway is constructed to secondary arterial standards between Mission Avenue and El Camino Real and four lanes north to North River Road. From North River Road to Vandegrift Boulevard, Douglas Drive exists as a two lane facility and is connected to the southern portion discussed above. The latest count data (1993) indicated Douglas Drive carries 33,600 (LOS D) and 8,500 ADT (LOS A) north and south of El Camino Real, respectively. North of North River Road, this facility currently carries 9,600 ADT (LOS A).

El Camino Real runs north/south through the heart of Oceanside and is designated a prime arterial (six lanes divided) between State Highway 78 and Oceanside Boulevard. The latest count data (1993) indicates this section carries between 32,000 and 38,000 ADT at LOS B and C, respectfully, on six travel lanes. Between Oceanside Boulevard and

Mission Avenue, El Camino Real is designated as a major arterial and is virtually built to those standards today except for the portion south of Mission Avenue where the westside of El Camino Real has no shoulder. The latest traffic counts (1993) indicate this section carries between 25,100 and 36,500 ADT at LOS B and E, respectively. This arterial is on the Regional Congestion Management Plan (CMP). The northerly segment, betweem Mission Avenue and Douglas Drive, El Camino Real is designated as a Collector roadway and carries 22,100 ADT at LOS D.

Emerald Drive is designated as a secondary arterial and runs from Lake Boulevard to 300 feet north of Fieldgate Road and from 100 feet south of Lonnie Street north to Olive Drive along the east City limits. This facility is constructed with two travel lanes north and south of State Route 78, where there is a full diamond interchange. Presently, Emerald Drive carries 7,500 ADT south of State Route 78 (LOS D) and between 11,100 and 19,000 ADT (LOS E) north to Olive Drive.

Lake Boulevard is designated as a secondary arterial and runs between College Boulevard and Cannon Road. This roadway is constructed to ultimate secondary standards with provisions for a median in some segments except between Thunder Drive and Surf Place which serves a residential area. The latest traffic counts indicate 11,900 ADT (1994) are carried between College Boulevard and Emerald Drive at LOS C and 11,200 ADT (1990) at LOS B from Emerald to Cannon Road.

Melrose Drive is classified as a six lane prime arterial through the southern portion of the City (north and south of Cannon Road) and is built with five travel lanes. This section currently carries 21,600 ADT

and operates at LOS A. Melrose Drive (designated a prime arterial) again enters the City south of Oceanside Boulevard as a four lane divided facility and carries 17,000 ADT at LOS A. North of Oceanside Boulevard to North Santa Fe Avenue, Melrose is designated as a six lane prime arterial and is constructed as a two and four lane arterial. It carries 8,800 ADT at LOS A. Melrose Drive is shown as continuing north of North Santa Fe Avenue to State Route 76 as a prime arterial, then north across the San Luis Rey River to Vandegrift Boulevard as a four lane major arterial. This last segment has been somewhat controversial and is given considerable discussion later in this document.

Mesa Drive is designated as a collector street between Mission Avenue and El Camino Real and as a secondary arterial from El Camino Real to North Santa Fe Avenue. Currently, this facility is constructed with two travel lanes from Mission Avenue to El Camino Real and to ultimate secondary arterial standards east to North Santa Fe Road. At present, this facility carries between 5,200 ADT (1992) and 15,000 ADT (1994) with level of service ranging from LOS A to LOS B.

Mission Avenue is currently State Highway 76 (until the six and four lane expressway is built). It starts in downtown Oceanside and continues east through the City, through the unincorporated communities of Bonsall and Fallbrook, to Interstate 15. Mission Avenue is built to four travel lanes (divided and undivided) between Coast Highway (Hill Street) and Rancho del Oro Drive. Mission Avenue is designated as a major arterial (four lanes, divided) for its entire length on the City's Circulation Element. Just east of Interstate 5, Mission Avenue currently carries 47,000 ADT, LOS F. However, this decreases in the

eastern portions of the City where counts of 16,000 ADT were made in 1989 between North Santa Fe Avenue and East Vista Way. It should be noted that Mission Avenue west of El Camino Real to Interstate 5 currently experiences serious congestion during the peak periods.

North Avenue is designated as a secondary arterial and is planned to run from the Emerald Drive/Olive Drive intersection north and east to Melrose Drive. Currently, this road is only partially constructed as a two lane facility. No count data is available for this roadway.

North River Road is designated as a major arterial between Douglas Drive and Vandegrift/Redondo Boulevard. It is designated as a secondary arterial from Vandegrift Boulevard to the eastern City boundary. This facility is constructed with four travel lanes between Douglas Drive and Vandegrift Boulevard then narrows to a two lane roadway from Vandegrift to the east City limits. At the present time, North River Road carries a maximum of 26,000 ADT (1992) at LOS B between College Boulevard and Douglas Drive and 6,600 ADT (1988) at LOS C in the two lane portion easterly to the City limits.

North Santa Fe Avenue is designated as a major arterial from Mission Avenue to the eastern City limits, however, it is currently constructed with two to four travel lanes. This roadway carries 12,600 ADT (1994) at LOS D between Mission Avenue and the eastern City limits.

Oceanside Boulevard is designated on the current Master Street Plan as a major arterial, from Coast Highway (Hill Street) easterly across the City to the east city limits where its name changes to Bobier Drive in

the City of Vista. This plan has been modified to some extent by the approval of the Rancho del Oro Specific Plan. According to the plan, Oceanside Boulevard is reclassified to a prime arterial between El Camino Real and College Boulevard. Currently, Oceanside Boulevard is constructed as a six-lane divided facility and as a four lane divided and undivided facility. It carries approximately 12,600 ADT west of Interstate 5 and operates at LOS A. East of Interstate 5, this facility carries 22,600 to 34,800 ADT (1992) to College Boulevard with levels of service at A, C and D, respectively. East of College Boulevard to Melrose Drive, this roadway carries between 18,000 and 26,500 ADT and operates at LOS A and B, respectively.

Olive Drive is designated as a secondary arterial from College Boulevard to Emerald Drive (Eastern City limits) and is currently constructed to four lanes. The most recent count data indicates 10,500 ADT (1989) which corresponds to LOS C.

Pala Road is a two-lane, undivided roadway constructed between Mission Avenue/State Route 76 and Frazee Road, with shorter segments located east and west of Douglas Drive. This roadway carries 2,500 ADT (1994) at LOS A.

Plaza Drive is designated a secondary arterial and runs south of and parallel to Highway 78, between College Boulevard and Emerald Drive. This facility is built to ultimate standards within the City Limits and acts as a southern frontage road to State Route 78. This roadway carries 18,500 ADT (1991) and operates at a LOS C.

Rancho del Oro Drive is designated as a secondary arterial and will run north/south through the City connecting the Highway 76 corridor with State Route 78. Rancho del Oro Drive is constructed with four travel lanes between Mission Avenue and Mesa Drive and carries 8,000 ADT (1994) at LOS A. Also, Rancho del Oro Drive exists as a three lane and four lane road from Oceanside Boulevard south to Vista Way, just north of State Route 78. Ultimately, there are plans for an interchange with State Route 78 at this location. This roadway carries 12,000 ADT (1994) at LOS A.

The State Route 76 Expressway is planned as a six and four lane limited access facility running in an east/west alignment through northern Oceanside. This roadway will link Interstates 5 and 15 and provide much needed relief to the existing Mission Avenue corridor. The City of Oceanside is currently coordinating with Caltrans on the construction phasing schedule for the State Route 76 expressway. The By-pass phase from I-5 to Frontier Drive is presently under construction and is expected to open to traffic around November, 1995.

Vandegrift Boulevard is designated as a major arterial, starting at North River Road running northward into Camp Pendleton. This facility is constructed to four lane divided standards through the City and currently carries 19,800 ADT (1989) to 20,300 ADT (1992) at LOS A between North River Road and the Camp Pendleton boundary.

Vista Way is designated as a secondary arterial and runs north of and parallel to Highway 78 between Jefferson Street and Emerald Drive. In addition, Vista Way runs from west of Coast Highway (Hill Street) to

Route 78, acting as an extension of Highway 78 to the west. Vista Way is built to ultimate standards between Highway 78 and Coast Highway (Hill Street) and between Jefferson Street and Rancho Del Oro Drive. However, it transitions into a two lane roadway just east of Rancho Del Oro Drive. Vista Way carries 19,900 ADT (1991) at LOS C between Coast Highway (Hill Street) and Interstate 5, and 19,400 ADT at LOS C between Jefferson Street and Rancho Del Oro Drive. East to College Boulevard, this facility carries between 16,000 and 18,500 ADT (1993) at LOS F.

In addition to the facilities discussed above, there are currently numerous collector streets on the City's Circulation Element which exist today and carry less than 10,000 ADT. New streets may be added to serve specific developments as they occur.

PUBLIC TRANSIT

Transit Terminal

The Oceanside Transit Center is located in the City of Oceanside south of Mission Avenue between Pacific Street and Tremont Street. The Oceanside Transit Center is served by North County Transit District (NCTD) fixed-route transit service, NCTD Coast Express Rail between Oceanside and San Diego, Greyhound bus lines, Amtrak rail service, and Metrolink rail service to Los Angeles.

INTERCOMMUNITY BUS SYSTEM

The North San Diego County Transit Development Board (NSDCTDB) was created on September 30, 1975. The Board formed the North County Transit District (NCTD) for the purpose of providing integrated public transit services within the North San Diego County region. NCTD serves the communities of Oceanside, Carlsbad, Del Mar, Encinitas, Escondido, Solana Beach, San Marcos, Vista, Camp Joseph H. Pendleton, the unincorporated communities of Fallbrook and Ramona, and other unincorporated areas of the Northern San Diego County. NCTD provides bus and Coaster rail service.

Existing Bus Service

The Oceanside Transit Center is served by NCTD fixed-route transit service including routes 301, 302, 303, 305, 310, 312, 313, 314, 316, 317, 318 and 320. For information regarding current routes and schedules, please contact NCTD.

Route 301 provides intercommunity service along the coastal corridor between Oceanside and La Jolla, including Scripps Clinic, UCSD, VA Hospital, and University Towne Centre. Service is offered seven days per week and on holidays from 5 a.m. to 11 p.m., with a frequency of one bus per half-hour.

Route 302 provides intercommunity service between Oceanside and Escondido via Plaza Camino Real, Carlsbad Plaza, Mira Costa College, Tri-City Hospital, Vista, and Palomar College. Service is offered seven days per week and on holidays from approximately 5 a.m. to 11 p.m., with a frequency of one bus per half-hour.

Route 303 provides intercommunity service between Oceanside and Camp Pendleton via the Main PX, Area 22 Commissary, Area 33, Base Hospital, Area 14, and Oceanside High School. Service is offered seven days per week and holidays, 24 hours per day with a frequency of one bus per half-hour during the daytime and every hour during the evenings.

Route 305 provides intercommunity service between Oceanside and San Clemente via the Camp Pendleton outer camps. Service is offered seven days per week and holidays, 24 hours per day with a frequency of one bus every 2-3 hours during the daytime and every half-hour during the afternoons and evenings.

Route 310 provides express intercommunity service along Interstate 5 between Oceanside and La Jolla. Service is provided every 60 minutes and every 45 minutes during peak periods during weekdays and on Saturdays between 5:20 a.m.-10:08 p.m..

Route 312 provides local service to south Oceanside, El Camino North Shopping Center, Plaza Camino Real, Tri-City West Hospital, Mission Square, the Oceanside Senior Center and the beach areas. Service is offered weekdays between 5:30 a.m.-9:20 p.m. and Saturdays between 8:30 a.m.-8:26 p.m., with a frequency of one bus approximately every hour.

Route 313 provides local service to Mesa Margarita, Oceanside Industrial Center, San Luis Mission, Mission Center, El Camino High School, and Oceanside High School. Service is offered weekdays between 5:15 a.m.-9:10 p.m. and Sundays/holidays between 8:45 a.m.-4:35 p.m. with a frequency of one bus approximately every hour.

Route 314 provides local service to Oceanside Harbor, Camp del Mar, Wire Mountain Homes, Marine Corp Exchange, and Camp Pendleton Main Gate. Service is offered approximately every hour and every half hour during peak periods on Weekdays and Saturdays between 6:00 a.m.-9:00 p.m..

Route 316 rovides local service to south Oceanside, Francine Villas, El Camino North Shopping Center, Oceana and Plaza Camino Real. Service is offered weekdays and Saturdays between 5:45 a.m.-9:30 p.m. and Sundays and holidays between 10:00 a.m.-7:09 p.m. with a frequency of one bus every hour.

Route 317 provides local service to Camp del Mar in Camp Pendleton. Service is offered every 30 minutes on weekdays between 4:15 p.m.-1:11 a.m. and every 15-30 minutes on Saturdays between 10:15 a.m.-1:11 am. On Sundays and holidays, service frequency is every 15-30 minutes between 7:45 a.m.-1:11 a.m..

Route 318 provides local service along Oceanside Boulevard to the Vista Transit Center. Service is provided weekdays between 5:15 a.m.-8:56 p.m. at a frequency of one bus every 30-60 minutes. The frequency on Saturdays is every 45 minutes between 6:15 a.m.-7:35 p.m.. On Sundays and holidays, service is between 8:15 a.m.-6:35 p.m. every 90 minutes.

Route 320 provides express intercommunity service along the Highway 78 corridor between Oceanside and Escondido. Service is offered Mondays-Saturdays every 30 minutes between 5:00 a.m.-9:00 p.m. and on Sundays and holidays every 60 minutes between 10:00 a.m.-7:56 p.m..

RAIL SERVICE

Rail service is provided to Oceanside by Amtrak, Metro Link and Coaster. Amtrak provides rail service to Oceanside between San Diego and Los Angeles with eight (8) trains each direction per day. Metro Link provides commuter rail service between Oceanside and Los Angeles with three (3) trains to Los Angeles in the morning and three (3) returning trains in the evening.

The North San Diego County Transit Development Board (NSDCTDB) implemented Coast Express Rail (Coaster) in February 1995. The Coaster offers eight eastbound (toward San Diego) and eight westbound (toward Oceanside) weekday trips. Coaster stations include Oceanside Transit Center, Carlsbad Village, Poinsettia, Encinitas, Solana Beach, Sorrento Valley, Old Town and San Diego.

In addition, NSDCTDB is planning to provide rail service between Oceanside and Escondido to begin in 1999. The service is planned to

operate during the hours of 5 a.m. and 11 p.m. serving seventeen stations.

The Coaster is operated with Trans Net funding from sales tax revenues created in 1987 by County Proposition A. Additional funding is derived from State Proposition 108 and Proposition 116 bond measures. The Oceanside to Escondido rail line will also be supported by Trans Net funding. Implementation of these rail services will significantly improve the region's public transportation system and reduce automobile traffic in the Interstate 5 and State Route 78 corridors.

NONMOTORIZED TRANSPORTATION

Bicycle/Pedestrian Trails

Two major recreational trail corridors traverse the City of Oceanside, including the Pacific Coast Trail and the San Diego-Anza Borrego Desert Corridor. The Pacific Coast Trail is a hiking/biking trail from Canada to Mexico along the coastline and the San Diego-Anza Borrego Desert Corridor provides an east/west hiking/biking corridor through the City. It is being planned to incorporate the east/west hiking/biking corridor along the existing railroad right-of-way. This corridor is to be one of the first kind in the country where rails/trails are blended together. A major planned recreational trail is the proposed San Luis Rey Bike Loop, which is envisioned as a continuous Class I bike path. This proposed loop would link the inland portions of the City to the coast. The staging program for the entire bike loop system is evaluated on an annual basis.

To encourage the use of nonmotorized recreation, the City has installed a number of bike routes throughout the City, linking major residential areas with schools, parking, and other commuter destinations. Several roadways within the City incorporate striped bike lanes within their paved sections. Additional bike lanes are added, where they can be safely accommodated within the roadway section, as determined by the City Engineer.

The City is currently preparing a Recreational Trails Element and plans to be completed in mid 1995. The bicycle and pedestrian trail system will be evaluated in more detail with and incorporated into the Recreational Trails Element.

Equestrian Trails

Equestrian trails are located in and around the Jeffries Ranch residential area in the vicinity of Guajome Regional Park. This area was originally developed as an equestrian area, with trails providing linkages to the Guajome Regional Park. In 1991, the City adopted an Equestrian Overlay (EQ) Zone on approximately 900 acres including the area east of the Park to the easterly and southerly City boundary and northerly to the San Luis Rey River. The EQ Zone requires new development projects within this area to provide trails along street frontages which will eventually provide a continuous trails system within the San Luis Rey River and Guajome Regional Park area. A horse crossing on Mission Avenue (State Route 76) is proposed at North Santa Fe Drive. The City has requested CalTrans to include two additional horse crossings at Melrose Drive and at Secretariate Road.

The City is currently preparing the Recreational Trails Element and plans to be completed in mid 1995. The equestrian trails system will be evaluated in more detail during this process and incorporated into the updated Recreational Trails Element.

CHAPTER 3

GOALS, OBJECTIVES AND POLICIES

GENERAL

Goals

The goals of the Circulation Element, Master Transportation Plan and ultimate roadway improvements are described as follows:

1. Provide an integrated transportation network that provides safe and efficient movement of people and goods within and through the City of Oceanside with minimal disruption to the environment.

2. Consider all modes of transportation, including motor vehicle (Master Transportation Plan), mass transit (public and private bus, rail and taxi systems), air and nautical transportation, and non-motorized transportation (pedestrian, bicycle and equestrian).

3. Develop alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.

4. Participate and assist in coordinating regional efforts which integrate the City's transportation system with the regional transportation system. This involves implementation of the San Diego Region Congestion Management Program (CMP).

5. Recognize that transportation needs must be balanced with community values and public acceptance. There will be situations where levels of service cannot be improved in a cost effective manner.

Some permanent localized traffic congestion may be the result.

CIRCULATION ELEMENT

Objective

To provide for the transportation needs of the community and sub-region by implementing a circulation system which provides a high level of mobility, efficiency, access, safety and environmental consideration for all modes and purposes of trips. These modes may include, but are not limited to, automobiles, trucks, buses, bicycles, pedestrians and rail. The intent of the section is to ensure that the siting and development of new facilities are coordinated with future population and employment growth and provide a balanced mix of transportation resources serving the community.

Policies

The City's circulation system does not stand on its own, but is an integral part of the overall land use planning for the City. It also must function as a component of the regional transportation system. The following policies are intended to direct City efforts to promote this integration of the circulation system with City-wide land use policies and the regional transportation system:

A. The City's Master Transportation Plan shall be designed to provide the facilities and level of access necessary to serve the specific existing and proposed land uses designated in the Land Use Element of the General Plan and to satisfy regional travel needs.

B. The City shall provide necessary facilities to obtain a balanced use of all travel modes to address the transportation needs of all ages and to provide mobility for a variety of trip purposes. The City shall generally recognize the following priorities for new transportation facilities: vehicular, transit, pedestrian, bicycle, equestrian and freight movement.

C. The City shall cooperate with adjacent communities and agencies such as San Diego County, Carlsbad, Vista, Caltrans, North County Transit District, United State Marine Corps Camp Pendleton and the San Diego Association of Governments (SANDAG) to provide the maximum compatibility of adopted circulation elements and regional facility plans. In June 1990, voters approved Proposition 111 which requires the preparation and implementation of a Congestion Management Program (CMP) in each of California's urbanized counties.

D. The City's circulation system shall promote efficient intra- and inter-city travel with minimum disruption to established and planned residential neighborhoods.

MASTER TRANSPORTATION PLAN

Objective

To provide a network of roadways throughout the City which form the transportation network. The street system is used for vehicular,

bicycle, transit, pedestrian and freight movement. Thus, it is essential to define a hierarchical system in which each roadway functions in a manner consistent with its intended use.

Policies

The policies contained in this section are intended to encourage design standards which promote efficiency and safety of the circulation system.

A. The City shall plan, design, and implement a street system that recognizes the importance of the use and function of each hierarchical street classification. These street classifications include prime arterial, four- and six-lane major arterials, secondary arterial, collector street and local street. The function of each is described below and the general alignment of the prime arterial, major arterial, secondary arterial and collector streets are shown on the master street plan.

1. Prime Arterial - The main function of this classification is to provide regional, subregional and intra-city travel services. Features include high design standards with six travel lanes, raised and landscape medians, 8 foot shoulders, highly restricted access and no parking.

2. Four- and Six-Lane Major Arterial - Major arterials provide intra-city and subregional service. Access and parking may be allowed, but closely restricted in such a manner as to assure proper function of this roadway. Typical standards include the provision for four and six travel lanes with raised and

landscaped medians, and 8 foot shoulders (for emergency parking & bike lane) for added safety and efficiency by providing protected left turns at selected locations.

3. Secondary Arterial - The secondary arterial street system is designed for intra-city travel as a link between the long-haul facilities and the collector/local facilities. Although it frequently provides direct access to abutting properties, that is not its primary purpose. Typical design features include provisions for four travel lanes with a 2-way left turn lane (without a raised median), and five foot bicycle lanes. Parking is generally not permitted.

4. Collector Street - The collector street is designed to connect local streets with the adjacent arterial street system. Design standards include provision for two travel lanes and parking, except in specific locations where parking is removed to provide a turn lane at intersections. Collector streets frequently provide direct access to abutting properties, although that is not desirable.

   Collector roads are identified for schematic purposes only. The City may consider deleting collector roads from the Master Transportation Plan if the proposed roadway is demonstrated to provide little or no benefit to area wide circulation without the need of a General Plan Amendment.

5. Local Street - The local street is designed to provide direct access to abutting properties and to provide a connection between neighborhoods and the collector street system. This classification should be discontinuous in alignment such that through trips are discouraged. Typical design standards

include provisions for one travel lane in each direction, parking on both sides, and direct driveway access.

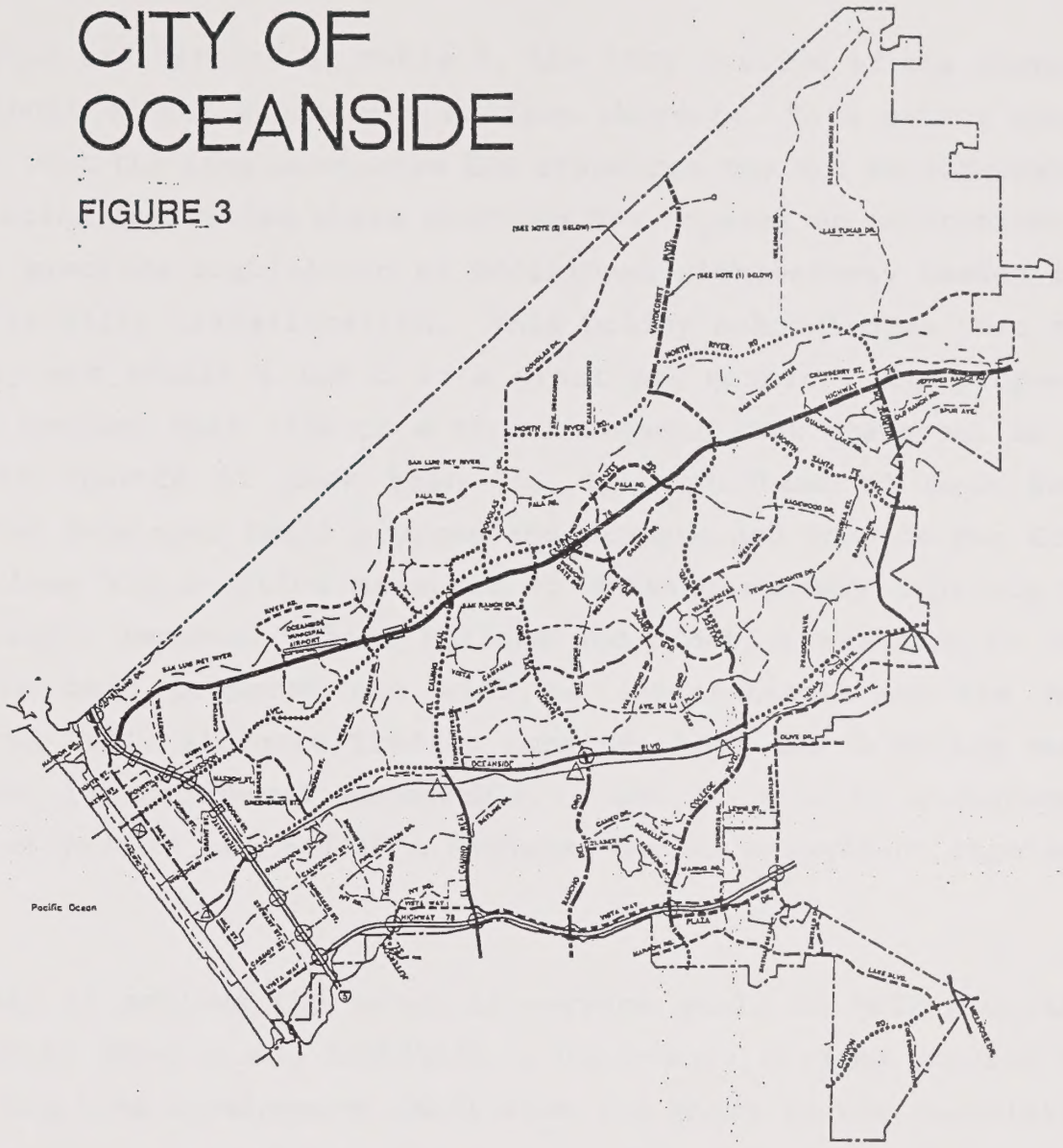
B. The Master Transportation Plan (Figure 3) is the graphical reference guide which shows the present and planned street system, along with the classifications of those streets. It is important to note that where, along a certain street, there is a change from one classification to another, the transition will occur in mid-block areas to preclude non-continuing lanes at intersections. The design criteria (design, speed, curve radii, etc.) for the higher classification shall generally take precedence through the transition area. The City Engineer shall review these transition areas and provide guidance in achieving this policy.

C. The City shall require new development to provide for local streets to serve the direct access needs of abutting property. These streets should be designed with a discontinuous pattern to discourage through traffic. They generally should not intersect with arterial street classifications. Typical design features provide for two travel lanes with parking on both sides of the street. Local streets include loop streets and cul-de-sacs.

D. The City's goal for an acceptable traffic service standard during AM and PM peak periods shall be Level of Service (LOS) C for all arterial and street links and LOS D for all intersections. These

CITY OF OCEANSIDE

FIGURE 3



MASTER TRANSPORTATION PLAN

SYMBOL	CLASSIFICATION	RIGHT OF WAY	LANES	MAX. GRADE	MIN. CURVE RADIUS	MIN. STREET SPACING
	FREEWAY	STATE DESIGN STANDARDS				
	EXPRESSWAY 76	STATE DESIGN STANDARDS				
	HIGHWAY 76	STATE DESIGN STANDARDS				
	PRIME ARTERIAL	124'	6	6 %	1000'	2600'
	MAJOR ARTERIAL (6 LANES)	124'	6	6 %	1000'	1200'
	MAJOR ARTERIAL (4 LANES)	100'	4	6 %	1000'	1200'
	SECONDARY ARTERIAL	84'	4	6 %	750'	800'
	COLLECTOR ROAD	60'-72'	2-4	8 %	500'	300'
	RAILROAD	NOTE : ADDITIONAL RIGHT OF WAY WIDTH MAY BE REQUIRED AT INTERSECTIONS OF ARTERIAL STREETS.				
△	OCEANSIDE - ESCONDIDO COMMUTER RAIL STATION	(1) SANDCAST BLVD./NORTH RIVER RD. FROM COLLEGE BLVD. TO NORTH CITY LIMITS IS 6 LANES / 2 LANES NORTHBOUND AND 3 LANES SOUTHBOUND, RIGHT-OF-WAY 112'				
○	INTERCHANGE	(2) DOUGLAS DR. FROM EARHART AVE DR. TO SANDCAST BLVD. IS 76 IN 3 LANES.				
□	OVERPASS					
⊠	MULTI-MODAL TRANSIT CENTER					
	AIRPORT					
	BOUNDARY					

THESE ARE GENERAL MINIMUM STANDARDS. SPECIFIC REQUIREMENTS MUST BE DETERMINED FOR EACH STREET AT THE TIME OF CONSTRUCTION.

NORTH

0 1500' 3000' 4500' 6000' 7500' 9000'

SCALE

AMENDMENTS		
FILE NO.	ORDINANCE	DATE

PROPOSED ROADWAYS ARE DEPICTED ON THIS MASTER TRANSPORTATION PLAN ALONG GENERALLY DETERMINED ROUTES, AND SHOULD NOT BE INTERPRETED AS BEING PRECISELY ALIGNED. SUCH PRECISE ALIGNMENT SHALL BE DETERMINED AS DEVELOPMENT AND/OR NEED WARRANTS.

service values are defined by Table 7, the 1985 edition of the Highway Capacity Manual or any subsequent edition thereof. This policy shall acknowledge that the aforementioned LOS standards may not be attainable on some existing facilities where abutting development or environmental constraints preclude acquisition of additional right-of-way needed for changes in facility classification. This policy acknowledges that the facility may not attain a LOS C in a practical manner. Any proposed development project that affects a street segment that operates, or is projected to operate at less than LOS C, regardless of peak hour analysis, the developer shall propose and prepare and provide for City review, various and creative measures to enhance roadway capacity to mitigate traffic impacts. Where various and creative measures to the problem have been prepared and will be implemented, yet are not sufficient to fully mitigate traffic impacts, then LOS D during peak hour periods is considered acceptable. LOS D is also considered acceptable as part of the SANDAG's Regional Growth Management Strategy (RGMS).

E. In order to achieve the level of service goals in Policy D, the City shall develop and institute a long-range funding program in which new land development shall bear its share of the associated costs and improvement requirements. Were existing deficiencies occur, the City will have to find funding sources to fund the improvements. It is equally important that reciprocal agreements with abutting Cities be developed as needed to achieve acceptable levels of service due to development in adjacent Cities.

F. The City shall adopt design standards for all streets in accordance with their functional classifications and recognized design guidelines. In developing these standards, the City should consider the design standards of Caltrans and of the American Association of State & Highway Transportation Officials (AASHTO).

All streets within the City shall be designed in accordance with the adopted City of Oceanside design standards. Typical cross-sections and design criteria for the various street classifications are shown in the City's Engineers Design and Processing Manual.

G. The City may permit construction of private streets within individual development projects, provided that:

1. They are designed geometrically and structurally to meet City standards.

2. Only project occupants are served.

3. All emergency vehicle access requirements are satisfied.

4. The streets do not provide a direct through route between public streets.

5. The Homeowners' Associations and/or the property owners provide an acceptable program for financing regular street maintenance.

Private streets may be designed with narrower rights-of-way, subject to City review.

H. The City shall institute street access guidelines consistent with the street classifications. These shall be applied, where feasible to all new developments. The following guidelines shall be used to define appropriate access:

1. The City shall prohibit driveway access to prime arterials.

2. Driveway access to major arterials shall not be permitted unless there is no other reasonable means of access to the public street system. Where access to major or secondary arterials must be allowed, it shall be limited through the use of medians and/or access controls in order to maintain street capacity.

3. Along major arterials, access spacing shall be a standard distance of 1200 feet or more. Under special circumstances this distance may be reduced to a minimum of 600 feet where access is limited to right-in and right-out only. Along secondary arterials, the corresponding access spacing shall be 600 feet for the standard distance and a minimum of 300 feet for special circumstances where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns.

I. The City shall adopt specific alignment plans when "standard equal-sided" widening is not adequate for future needs or when special conditions exist which require a detailed implementation plan. When necessary, specific alignment plans shall be prepared prior to the formal submittal of a development proposal.

The need for such plans will be indicated by the following:

1. Variable terrain or other sensitive areas which may preclude straight forward preparation of street improvement plans.

2. Alignments which are necessary because of existing street designs and/or land use configurations.

3. Development proposals which must deal with extraordinary physical or environmental features.

J. The City shall study the feasibility of narrowing residential streets or implementing other techniques to discourage "short cut" traffic in the Fire Mountain and South Oceanside areas. These would include, but not be limited to, Downs, Stewart and Cassidy Streets.

K. The City shall review all project applications and reduce or eliminate residential driveways on all Collector and busier streets. Access to Commercial projects shall be designed to meet the City's standards and limited to the extent feasible. The City shall routinely review existing Collector and higher streets to determine as feasible the closing, combining or relocation of existing driveways.

ROADWAY IMPROVEMENTS

Objective

The ultimate circulation system is not in place at this time, nor is it necessary for it to be fully completed until City and regional growth warrant it. In general, the road network will be constructed in phases consistent with the needs of the community. This section incorporates policies which will encourage the orderly development and funding of the street system. It is expected that the construction will be funded through a combination of developer contributions and fees, City funds such as gasoline tax, Proposition A sales tax revenues and State and Federal subventions.

Policies

A. The City shall require dedication and improvement of necessary rights-of-way along Master Transportation Plan streets. This usually will occur in fulfillment of a condition of approval for a tentative map or as a condition of approval for a building permit, whichever occurs first.

B. The City shall assure that each addition to the circulation system is a useable link on the total system and that new routes and links are coordinated with existing routes to assure that each new and existing roadway continues to function as it was intended.

C. The City shall require or provide adequate traffic safety measures on all new and existing roadways. These measures may include, but are not limited to, appropriate levels of maintenance, proper street design, traffic control devices (signs, signals, and striping), street lighting and coordination with the school districts to provide school crossing signs and protection.

D. The City shall give priority to funding and implementing projects which either complete links on the circulation system or relieve existing deficiencies.

E. The City shall, where feasible, interconnect traffic signals to form area networks or corridor systems. These systems shall be timed to facilitate the flow of through traffic on the arterial system, thus enhancing the movement of vehicles and goods through the City, while reducing fuel consumption and air pollution.

F. The City shall impose appropriate prorated fees for construction of roadway facilities and associated landscaping to assure that all

new development contributes to the completion of the circulation system. In addition to pre-permit collection, such fees may be imposed through creation of assessment districts.

G. The City shall approve and build streets as per City of Oceanside Engineering Manual Specifications.

H. The City shall require additional right-of-way width and additional improvements of major arterials where required for turning movements or to provide access to adjacent properties whenever access is not feasible from a lower classification street system.

I. The City shall:

1. Require development to provide collector and local street improvements according to standards of the City Engineering Department.

2. Require development to dedicate necessary rights-of-way when the subdivision or development of property adjacent to Master Transportation Plan streets is proposed.

3. Require development to provide all necessary grading, installation of curbs, gutters, sidewalks, parkway treeplanting, and street lights, unless these improvements are provided through other means.

4. Require development to provide half-street improvements plus 12 feet beyond the centerline in accordance with City standards.

J. For development within the Major Thoroughfare Fee and Traffic Signal Fee area established by the City Council, the City shall Collect the Major Thoroughfare Fees as required by Ordinance No. 80-30, the Traffic Signal Fees as required by Ordinance No. 87-19, and the latest City Council resolutions setting such fees.

K. If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet LOS C (LOS D if LOS C is impractical to achieve and LOS D at intersections) at peak hour period, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, appropriate findings of overriding consideration will be required to allow temporary undesirable levels of service.

L. The City, as mandated by legislation, shall prepare a congestion management program as prescribed by the Air Pollution Control District of San Diego County.

M. The City shall require that those responsible for street improvements replant, replace or install new landscaping pursuant to existing City policy along all new roadways, or on those which have been redesigned and reconstructed.

N. The City shall pursue, with Caltrans, opportunities to provide High Occupancy Vehicle Lanes along Interstate 5 and Highway 78 through Oceanside.

O. Prior to approving any street widening project, the City shall explore all alternatives to adding additional lanes or acquiring additional right-of-way.

TRANSPORTATION DEMAND MANAGEMENT

Objective

The transportation system envisioned for the City is a balanced system, incorporating the needs of all age groups, as well as making provisions for many different modes of transportation. To accomplish this, it is necessary to implement policies encouraging a range of transportation opportunities while reducing the dependence upon automobiles.

Policies

A. The City shall encourage the reduction of vehicle miles, reduction of the total number of daily and peak hour vehicle trips and provide better utilization of the circulation system through development and implementation of Transportation Demand Management and Transportation System Management programs. These may include implementation of mandatory peak hour trip reduction, requirements for staggered work hours, telecommunication, increased development of employment centers where transit usage is highly viable, encouragement of ride sharing in the public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies.

1. The City in its role as a major employment center shall commit to the use of trip reduction and vehicle miles travelled

reduction strategies identified by Transportation Demand Management and Transportation System Management Programs.

2. The City shall assist employers to work with SANDAG rideshare branch (Commuter Computer) and to join North County Transportation Management Associations attempting to promote ride sharing where there are existing or planned employment centers.

B. The City shall consider the use of bicycles during the design and implementation of the street system.

C. The City shall update and maintain a bikeway plan as part of the Recreational Trails Element. These routes shall connect residential areas with schools, parks, recreation areas, major employment centers, and neighborhood commercial areas.

D. The City shall require pedestrian facilities along all streets and in other locations throughout the City as noted in the Recreational Trails Element.

E. The City shall require that adequate off-street parking be provided for all properties. This assumes that on-street parking will not be available on prime, major or secondary arterials, since it is necessary in most cases to utilize curb-to-curb width for vehicle traffic, transit and bicycle uses.

F. The City shall maintain curb use priorities that consider, in descending order, the needs of through traffic, transit stops, bus turnouts, passenger loading needs and short- and long-term parking.

G. The City shall prohibit the use of public streets for freigh loading and unloading.

PUBLIC TRANSIT AND RAILWAY TRANSIT

Objective

An integral part of the multi-modal system is the provision for public transit and rail service. For transit and rail service to be successful, they should be properly planned so that they are accessible to users and operate on a reasonable schedule. The following policies are intended to provide guidance in establishing a transit system and encouraging usage of railroad facilities to serve the needs of the City and region. Additionally, the City shall strive to implement the policies contained in the Land Use Distribution Element (SANDAG, February 1995) related to enhancing opportunities for mixed use development in transit focus areas as appropriate.

Policies

A. The City shall cooperate with the North County Transit District (NCTD) to attain a balance of transportation opportunities. This shall include the establishment of criteria to implement transit improvements, short and long range transit service plans, corridor improvements, transit centers, park-and-ride lots with amenities for bicyclists, and the preservation of rights-of-way for commuter rail stations.

B. The City shall require developers to construct, where appropriate, transit facilities, including bus pull-outs on arterials and bus

stop amenities, including lighted shelters, benches, telephones, and route information signs.

C. The City shall work with the NCTD to establish transit stops adjacent to senior housing facilities, areas with high concentrations of medical facilities and major employment centers, as well as retail and commercial areas.

D. The City shall continue to work with the NCTD, Caltrans and SANDAG to plan and implement a commuter rail system. This shall include the appropriate location of stops, service schedules, feeder bus routes, parking needs, a transit terminal, park-and-ride lot and funding.

E. The City shall work with the NCTD to assure that transit centers and major stops have adequate bicycle and pedestrian access, including secure bicycle storage. The City shall continue to work with NCTD to encourage more bus services which accommodate bicycles.

F. The City, in coordination with the NCTD, shall encourage the utilization of the multi-modal transit center by coordinating bus routes and requiring, when applicable, shuttle services to major employment centers. Improved information signage giving directions to the transit center should be a main objective for the Coast Highway and other area thoroughfares.

G. The City, in coordination with NTCD, shall encourage additional passenger usage of railroad service by providing safe and adequate

commuter parking facilities with shuttle service if appropriate, enhanced landscaping, and adjacent recreational areas. Ancillary services, such as cafes, postal services, small shops and other uses that would reduce or eliminate ancillary trips, should be considered for development in and around stations and commuter parking lots. In addition, the City shall encourage mixed development in transit focus areas.

H. The City shall encourage the use of railroad freight service to minimize long-haul truck traffic by providing efficient rail freight loading access facilities.

I. The City shall work with all involved parties to evaluate and where feasible establish alternative forms of transportation for the El Camino Real, Vista Way area during the Christmas shopping season.

J. The City shall work closely with North County Transit District to accelerate the building and operation of the Oceanside-Escondido Commuter Rail line.

NONMOTORIZED TRANSPORTATION

Objective

To enhance environmental and social benefits for the citizens of Oceanside by providing an integrated network system of bicycle, pedestrian and equestrian facilities for the safe an efficient movement of people in and through the City of Oceanside.

BICYCLE FACILITIES

Objective

To provide an integrated bicycle circulation system which includes facilities to promote the environmental and social benefits of commuter and recreational bicycling. The bicycle circulation system and associated bicycle facilities shall provide mobility and safety to all persons and areas within the City of Oceanside.

Policies

A. Class II Bikeways (on-street bike lanes) shall be planned into all prime, major, and secondary arterials.

B. Collector streets, which are identified to function as links for the bicycle circulation system, should be provided with Class II Bikeways (bike lanes). In such cases, the City shall accommodate cyclists on these identified streets by widening the street or eliminating on-street parking wherever possible.

C. The City shall cooperate with other governmental agencies to provide connection and continuation of the Pacific Coastal Bicycle Corridor and the San Diego-Anza Borrego Bicycle Corridor as identified in the Regional Transportation Plan of San Diego County.

D. The utilization of land shall integrate the bicycle circulation system with auto, pedestrian and transit systems.

1. Development shall provide short-term bicycle parking and long-

term bicycle storage facilities, such as bicycle racks, pedestal posts, and rental bicycle lockers. Provision of bicycle storage facilities shall apply to medium- and high-density residential developments as well as to commercial and industrial developments.

2. Development shall provide safe and convenient bicycle access to high activity land uses, such as schools; parks; and shopping, employment, and entertainment centers.

E. The City shall continue seeking funds at the private, local, state and federal levels for bicycle circulation system expansion.

F. Development of the Bicycle Circulation System shall be consistent with the implementation of the City's Recreational Trails Element.

PEDESTRIAN FACILITIES

Objective

To provide for safe pedestrian circulation throughout the City, including sidewalks, pedestrian access to beach, pedestrian malls and hiking trails, and to provide properly designed pedestrian facilities for the handicapped and elderly population to assure their safety and enhanced mobility.

Policies

A. The construction of a minimum of 5-foot wide sidewalk shall be required in all new developments and street improvements.

B. The City shall protect pedestrian access to the public beach by maintaining easements and requiring the construction of stairways and "walk throughs" where appropriate.

C. The City shall encourage the inclusion of greenbelts and common open space for pedestrian use within residential development areas.

D. The City shall, in accordance with state law, provide access for the handicapped and elderly to all public buildings by the removal of architectural and access barriers.

E. The City shall require all new development to provide handicap access.

F. Pedestrian circulation and facilities shall be developed consistent with the City's Recreational Trails Element.

EQUESTRIAN FACILITIES

Objective

To preserve and enhance equestrian trails where they currently exist in the vicinity of Guajome Regional Park, and to cooperate with San Diego County in the planning of overall regional recreational trails.

Policies

The City shall protect and maintain the equestrian trails as a form of recreational opportunities and provide additional trail opportunities as part of the implementation of the City's Recreational Trails Element.

LEVEL OF SERVICE (LOS)

To assess long range impacts of General Plan land uses on the proposed Circulation Element the attached Tables were developed by the City of Oceanside Engineering Department. Table 3 lists the City of Oceanside Street Design Criteria and Table 4 compares Average Daily Traffic (ADT) to Levels of Service (LOS) for various classifications of roads. The ADT method shown in Table 4 is a generalized method that provides a worst-case condition. Table 5 compares current classifications, ADT and LOS with those to be expected at General Plan Buildout with Melrose Drive crossing the San Luis Rey River. In addition to the ADT analysis method, various segments were also analyzed using the more detailed Highway Capacity Manual Method that analyzes the segment based on peak hour traffic conditions. This method provides for a more accurate LOS results. Therefore, it was only used where segments in the ADT analysis were found to be unacceptable.

It should be noted that for circulation planning purposes in urbanized areas, LOS "C" on street segments and LOS "D" at intersections (during peak periods) is considered acceptable. The goal is to provide a LOS "C" for street segments but recognizing that a LOS "D" is considered acceptable for short peak hour periods and only if it becomes impracticable to achieve a LOS "C". The region recognizes that LOS "D" is considered acceptable. These values are consistent with the City's Circulation Element and have been used in this analysis.

MODELING PROCESS

The computer model used for this forecast is TRANPLAN, a package of transportation planning computer programs similar to the Federal Highway Administration's PLANPAC. Currently, the San Diego Association of Governments (SANDAG), the County of San Diego, and firms in the private sector use this package for subregional transportation studies on a PRIME mainframe and IBM (or compatible) microcomputers.

Table 3

CITY OF OCEANSIDE
STREET DESIGN CRITERIA

Design Elements	6-Lane Prime Arterial	6-Lane Major Arterial	4-Lane Major Arterial	Secondary Arterial	Collector/ Industrial Street	Local Collector	Local Street	Cul-de-Sac Street	Private
Estimated Ultimate 24 Hour Traffic (volume)	36,000 to 54,000	30,000 to 45,000	24,000 to 36,000	7,000 to 24,000	2,500 to 7,000	1,200 to 2,500	200 to 1200	Less than 200	Less than 500
Design Speed	60 mph	55 mph	55 mph	45 mph	35 mph	35 mph	30 mph	25 mph	25 mph
Stopping Sight Distance[1]	580'	500'	500'	360'	250'	250'	200'	150'	150'
Minimum Spacing of Intersections	2,600'	1,200'	1,200'	600'	300'	300'	200'	---	200'
Right-of-Way	124'	124'	100'	84'	60'-72'	60'	60'	56'	60'-56'
Curb-to-Curb Distance	104' 16' Median	104' 16' Median	80' 16' Median	64'	40'-50'	40'	40'	36'	40'-36'
Minimum Traffic Index Minimum Structural Section[2]	10 5AC/6AB	10 5AC/6AB	9 5AC/6AB	8 4AC/6AB	7 4AC/6AB	6 4AC/6AB	5 3AC/4AB	5 3AC/4AB	5 3AC/4AB
Access to Adjoining Property	None	None	None	Where no other access is possible	Where no other access is possible	Limited access	OK	OK	OK
Minimum Horizontal Radius	1,000	1,000	1,000	750	500	500	350	200	200
Maximum Grade[3]	6%	8%	8%	8%	8%	10%	12%	12%[4]	12%
Minimum Grade	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Maximum Intersection Grade	3%	3%	3%	4%	5%	5%	5%	5%	5%
Curb Return Radii	35'	35'	35'	35'	30'	30'	25'	40'	25'-35'
Street Lights Location per Standard Drawing No. N-4	30,000 lumen 200' staggered	30,000 lumen 200' staggered	30,000 lumen 200' staggered	30,000 lumen 250' staggered	9,500 lumen 250' one side or staggered	9,500 lumen 250' one side or staggered	9,500 lumen at all intersections 250' spacing one side of street	9,500 lumen at mid-block if less than 200'	9,500 lumen at all intersections 250' spacing one side of street

1. Stopping sight distance shall not be used for intersection sight distance. Refer to Caltrans Design Manual for intersection sight distance.
2. Minimum sections allowable. Actual sections are to be based on R-value tests.
3. Grades greater than allowed must have written approval of the City Engineer prior to approval of the tentative map or development plan.
4. Cul-de-sac turnarounds shall not exceed 5% maximum grade.

Table 4

City of Oceanside
Levels of Service for Various Street Classifications and Traffic Volumes

CLASS	ROAD X-SECTION	LEVEL OF SERVICE A	B	C	D	E
		Average Daily Vehicle Trips				
Prime Arterial	104/124*	36,000	42,000	48,000	54,000	60,000
Major (6 lanes)	104/124*	30,000	35,000	40,000	45,000	50,000
Arterial (5 lanes)	92/112*	27,000	31,500	36,000	40,500	45,000
(4 lanes)	80/100*	24,000	28,000	32,000	36,000	40,000
Secondary	64/84*	15,000	17,500	20,000	22,500	25,000
Collector	40/60	5,250	6,125	7,000	7,875	8,750
Industrial	50/72	6,000	7,000	8,000	9,000	10,000
Local Street	40/60	**	**	1,200	**	**
	36/56	**	**	500	**	**

* Additional right-of-way at intersection shall be required to accommodate dual left turn lanes as necessary.

** Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

Note: The Average Daily Vehicle Trips are general and are calculated based upon the 1985 Highway Capacity Manual.

Table 5

Existing and Proposed Classification

Traffic Volumes and Levels of Service

Street Segment:	Existing VEH/DAY (x000's)	Buildout VEH/DAY (x000's)	Current Class	Current LOS[1]	Proposed Class	Proposed LOS[2]	Proposed LOS[3]
Cannon Road							
West City Limits/Lake Blvd.	6.6	31.5	Major	C	Major 4 Lanes	C	N/A
Lake Blvd/Melrose Drive	11.5	30.7	Major	C	Major 4 Lanes	C	N/A
Melrose Drive/E. City Limits	N/A	19.1	Secondary	N/A	Secondary	C	N/A
Canyon Drive							
Oceanside Blvd/Mission Avenue	8.6	6.7	Secondary	A	Secondary	A	N/A
Mission Avenue/SR 76 Expressway	N/A	5.7	Secondary	N/A	Secondary	A	N/A
Cassidy Street							
Pacific/Hill	8.2	9.1	Collector	F	Collector	F	D
Hill/Stewart	4.7	8.2	Collector	E	Collector	E	D
Stewart/I-5	5.6	7.6	Collector	D	Collector	D	C
I-5/Hunsaker	3.6	5.9	Collector	B	Collector	B	N/A
Coast Highway (Hill Street)							
N. City Limits/SR 76 Expressway	16.0	16.8	Secondary	B	Secondary	B	N/A
SR 76 Expressway/Mission Avenue	19.1	21.6	Major	A	Secondary	D	N/A
Mission Avenue/ Wisconsin Ave	20.1	13.2	Major	A	Secondary	A	N/A
Wisconsin Ave/ Oceanside Blvd	25.0	22.2	Major	A	Secondary	D	N/A
Oceanside Blvd/Morse St	23.5	20.8	Major	A	Secondary	D	N/A
Morse St/Cassidy Street	20.0	26.7	Major	B	Secondary	F	D
Cassidy Street/Vista Way	18.0	31.4	Major	C	Secondary	F	D
Vista Way/South City Limits	17.0	33.7	Major	D	Secondary	F	D
College Boulevard							
South City Limits/Lake Blvd	N/A	46.5	Major	N/A	Major 4 Lanes	F	D
Lake Boulevard/Plaza Drive	15.0	48.3	Major	F	Major 6 Lanes	E	D
Plaza Drive/SR 78	31.5	45.9	Major	F	Major 6 Lanes	E	E
SR 78/Vista Way	34.0	49.0	Major	F	Major 6 Lanes	E	E
Vista Way/Barnard Drive	32.2	43.8	Major	F	Major 6 Lanes	D	N/A
Barnard Drive/Lewis Street	26.0	41.2	Major	E	Major 6 Lanes	D	N/A
Lewis Street/Olive Drive	27.1	33.3	Major	D	Major 6 Lanes	B	N/A
Olive Drive/Oceanside Blvd	40.1	47.6	Major	F	Major 6 Lanes	E	D
Oceanside Blvd/Old Grove Road	37.0	36.8	Major	E	Major 6 Lanes	C	N/A
Old Grove Road/Mesa Drive	37.0	20.4	Major	A	Major 4 Lanes	A	N/A
Mesa Drive/Frazee Drive	24.0	23.0	Major	A	Major 4 Lanes	A	N/A
Frazee Drive/SR 76 Expressway	24.0	24.1	Prime	A	Major 4 Lanes	B	N/A
SR 76 Expressway/North River Rd	28.0	36.6	Prime	B	Major 6 Lanes	C	N/A

1 Current classification LOS with buildout traffic volumes using ADT analysis.

2 Proposed classification LOS with buildout traffic volumes using ADT analysis.

3 Peak Hour LOS with proposed classification and buildout traffic volumes using the Highway Capacity Manual Method. (See discussion on page 57)

Table 5 (Cont. ge 2)

Existing and Proposed Classification

Traffic Volumes and Levels of Service

Street Segment:	Existing VEH/DAY (x000's)	Buildout VEH/DAY (x000's)	Current Class	Current LOS[1]	Proposed Class	Proposed LOS[2]	Proposed LOS[3]
Craven Road							
Old Grove Road/Frazee Road	N/A	4.0	N/A	N/A	Secondary	A	N/A
Douglas Drive							
SR 76 Expressway/Mission Avenue	N/A	21.4	N/A	N/A	Major 4 Lanes	A	N/A
Mission Avenue/El Camino Real	8.5	25.6	Major	B	Major 4 Lanes	B	N/A
El Camino Real/North River Road	33.6	37.4	Major	E	Major 4 Lanes	E	D
North River Road/Vandegrift Blvd	9.6	17.8	Secondary	C	Secondary	C	N/A
El Camino Real							
SR 78/Vista Way	38.0	64.7	Prime	F	Prime	F	F
Vista Way/Via Las Rosas	34.8	59.5	Prime	E	Prime	E	D
Via Las Rosas/Fire Mountain Dr	34.8	48.1	Prime	D	Prime	D	N/A
Fire Mountain Dr/Oceanside Blvd	32.0	49.2	Prime	D	Prime	D	N/A
Oceanside Blvd/Mesa Drive	36.5	32.9	Major	D	Major 4 Lanes	D	N/A
Mesa Drive/Mission Avenue	25.1	31.9	Major	C	Major 4 Lanes	C	N/A
Mission Avenue/Douglas Drive	22.1	25.9	Secondary	F	Major 4 Lanes	B	N/A
Emerald Drive							
Lake Blvd/Sunset Drive	7.5	5.9	Secondary	A	Secondary	A	N/A
Lewis Street/Olive Drive	19.0	17.8	Secondary	C	Secondary	C	N/A
Frazee Road							
Craven Road/Old Grove Road	N/A	20.5	Major	N/A	Secondary	D	N/A
Old Grove Road/SR 76 Expressway	N/A	20.9	Major	N/A	Secondary	D	N/A
SR 76 Expressway/Craven Road	N/A	15.2	Major	B	Secondary	B	N/A
Craven Road/College Blvd	N/A	12.4	Major	N/A	Secondary	A	N/A
Interstate 5							
Las Pulgas/Harbor Drive	108.0	153.3	Freeway	N/A	Freeway	N/A	N/A

1 Current classification LOS with buildout traffic volumes using ADT analysis.

2 Proposed classification LOS with buildout traffic volumes using ADT analysis.

3 Peak Hour LOS with proposed classification and buildout traffic volumes using the Highway Capacity Manual Method. (See discussion on page 57)

Table 5 (Cont. page 3)

Existing and Proposed Classification

Traffic Volumes and Levels of Service

Street Segment:	Existing VEH/DAY (x000's)	Buildout VEH/DAY (x000's)	Current Class	Current LOS[1]	Proposed Class	Proposed LOS[2]	Proposed LOS[3]
Interstate 5							
Harbor Drive/SR 76 Expressway	128.0	174.6	Freeway	N/A	Freeway	N/A	N/A
SR 76 Expressway/Mission Ave	128.0	180.4	Freeway	N/A	Freeway	N/A	N/A
Mission Ave/Oceanside Blvd	144.0	204.0	Freeway	N/A	Freeway	N/A	N/A
Oceanside Blvd/California St	148.0	228.3	Freeway	N/A	Freeway	N/A	N/A
California St/Cassidy St	148.0	222.2	Freeway	N/A	Freeway	N/A	N/A
Cassidy St/SR 78	148.0	225.9	Freeway	N/A	Freeway	N/A	N/A
SR 78/Las Flores Road	155.0	215.8	Freeway	N/A	Freeway	N/A	N/A
Lake Boulevard							
West City Limits/College Blvd	N/A	12.6	Secondary	N/A	Secondary	A	N/A
College Blvd/Emerald Drive	11.9	19.7	Secondary	C	Secondary	C	N/A
Emerald Drive/Cannon Road	11.2	16.2	Secondary	B	Secondary	B	N/A
Melrose Drive							
South City Limits/Oceanside Blvd	17.0	50.9	Prime	D	Prime	D	N/A
Oceanside Blvd/Sagewood Drive	8.8	47.2	Prime	C	Prime	C	N/A
Sagewood Drive/N. Santa Fe	8.8	41.1	Prime	B	Prime	B	N/A
N. Santa Fe Ave/SR 76 Expressway	N/A	51.7	Prime	N/A	Major 6 Lane	F	D
SR76 Expressway/Cranberry Street	N/A	31.7	Major	N/A	Major 4 Lane	C	N/A
Cranberry Street/N. River Road	N/A	27.6	Major	N/A	Major 4 Lane	B	N/A
Mesa Drive							
Mission Avenue/Crouch Street	5.5	7.5	Collector	D	Collector	D	N/A
Crouch Street/Foussat Street	5.2	6.9	Collector	C	Collector	C	N/A
Foussat Street/El Camino Real	5.2	10.2	Collector	F	Collector	F	D
El Camino Real/Rancho Del Oro Dr	15.0	14.8	Secondary	A	Secondary	A	N/A
Rancho Del Oro Dr/Old Grove Road	15.0	16.5	Secondary	B	Secondary	B	N/A
Old Grove Road/College Blvd	15.0	14.5	Secondary	A	Secondary	A	N/A
College Blvd/Sagewood Drive	8.5	8.8	Secondary	A	Secondary	A	N/A
Sagewood Drive/N. Santa Fe Ave	8.5	13.1	Secondary	A	Secondary	A	N/A
Mission Avenue							
Pacific/Coast Highway (Hill Street)	11.8	6.9	N/A	N/A	Secondary	A	N/A
Coast Highway (Hill St)/Horne St	20.0	15.2	Major	A	Major 4 Lanes	A	N/A
Horne Street/I-5	21.0	30.2	Major	C	Major 4 Lanes	C	N/A

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1 Current classification LOS with buildout traffic volumes using ADT analysis.

2 Proposed classification LOS with buildout traffic volumes using ADT analysis.

3 Peak Hour LOS with proposed classification and buildout traffic volumes using the Highway Capacity Manual Method. (See discussion on page 57)

Table 5 (Cont ge 4)

Existing and Proposed Classification

Traffic Volumes and Levels of Service

Street Segment:	Existing VEH/DAY (x000's)	Buildout VEH/DAY (x000's)	Current Class	Current LOS[1]	Proposed Class	Proposed LOS[2]	Proposed LOS[3]
Mission Avenue							
I-5/Brooks Street	47.0	32.5	Major	D	Major 4 Lanes	D	N/A
Brooks Street/Canyon Drive	47.0	32.1	Major	D	Major 4 Lanes	D	N/A
Canyon Drive/Mesa Drive	43.0	28.9	Major	C	Major 4 Lanes	C	N/A
Mesa Drive/Foussat Street	43.0	23.3	Major	A	Major 4 Lanes	A	N/A
Foussat Street/El Camino Real	43.0	40.1	Major	F	Major 4 Lanes	F	E
El Camino Real/Douglas Drive	38.0	37.9	Major	E	Major 4 Lanes	E	D
Douglas Drive/Rancho Del Oro Dr	27.0	35.2	Major	D	Major 4 Lanes	D	N/A
Rancho Del Oro Dr/Craven Road	27.5	34.4	Major	D	Major 4 Lanes	D	N/A
North Avenue							
Olive Drive/Temple Heights	N/A	9.1	Secondary	N/A	Secondary	A	N/A
Temple Heights/Melrose Drive	N/A	7.7	Secondary	N/A	Secondary	A	N/A
North River Road							
E. City Limits/Sleeping Indian	6.6	22.4	Secondary	D	Secondary	D	N/A
Sleeping Indian/Melrose Drive	6.6	28.3	Secondary	F	Secondary	F	D
Melrose Drive/Vandegrift Blvd	6.6	33.9	Secondary	F	Major 4 Lanes	D	N/A
Vandegrift Blve/College Blvd	24.0	30.8	Major	C	Major 5 Lanes	C	N/A
College Blvd/Douglas Drive	26.0	23.3	Major	A	Major 4 Lanes	A	N/A
North Santa Fe Avenue							
SR 76 Expressway/Mesa Drive	12.6	15.6	Major	A	Major 4 Lanes	A	N/A
Mesa Drive/Melrose Drive	12.6	28.6	Major	C	Major 4 Lanes	C	N/A
Melrose Drive/E. City Limits	12.6	22.7	Major	A	Major 4 Lanes	A	N/A
Oceanside Boulevard							
Pacific Street/Coast Hwy (Hill St)	5.3	6.9	Collector	C	Collector	C	N/A
Coast Highway (Hill Street)/I-5	12.6	22.9	Major	A	Secondary	E	D
I-5/State Tree Drive	34.8	35.4	Major	D	Major 4 Lanes	D	N/A
State Tree Drive/Crouch Street	34.8	30.5	Major	C	Major 4 Lanes	C	N/A
Crouch Street/Foussat Street	29.0	29.8	Major	C	Major 4 Lanes	C	N/A
Foussat Street/El Camino Real	28.0	29.2	Major	C	Major 4 Lanes	C	N/A
El Camino Real/Rancho Del Oro Dr	22.6	40.4	Major	F	Prime	B	N/A
Rancho Del Oro Dr/Via Rancho	25.0	44.2	Major	F	Prime	C	N/A
Via Rancho/Avenida Del Oro	25.0	41.6	Major	F	Prime	B	N/A

1 Current classification LOS with buildout traffic volumes using ADT analysis.

2 Proposed classification LOS with buildout traffic volumes using ADT analysis.

3 Peak Hour LOS with proposed classification and buildout traffic volumes using the Highway Capacity Manual Method. (See discussion on page 57)

Table 5 (Cont. page 5)

Existing and Proposed Classification

Traffic Volumes and Levels of Service

Street Segment:	Existing VEH/DAY (x000's)	Buildout VEH/DAY (x000's)	Current Class	Current LOS[1]	Proposed Class	Proposed LOS[2]	Proposed LOS[3]
Oceanside Boulevard							
Avenida Del Oro/College Blvd	27.3	48.2	Major	F	Prime	D	N/A
College Blvd/Temple Heights	26.5	45.3	Major	F	Major 4 Lanes	F	E
Temple Heights/Melrose Drive	18.0	36.4	Major	E	Major 4 Lanes	E	D
Melrose Drive/East City Limits	17.0	31.6	Major	C	Major 4 Lanes	C	N/A
Old Grove Road							
College Blvd/Avenida Del Oro	N/A	14.2	Secondary	A	Secondary	A	N/A
Avenida Del Oro/Mesa Drive	N/A	15.7	Secondary	B	Secondary	B	N/A
Mesa Drive/Craven Road	2.4	17.8	Major	A	Secondary	C	N/A
Craven Road/SR 76 Expressway	N/A	6.1	Major	A	Secondary	A	N/A
SR 76 Expressway/Frazee Drive	N/A	6.6	Major	A	Secondary	A	N/A
Olive Drive							
College Blvd/Emerald Drive	10.5	23.8	Secondary	E	Secondary	E	D
Pala Road							
Mission Avenue/Foussat Drive	N/A	16.5	N/A	N/A	Secondary	B	N/A
Foussat Drive/Douglas Drive	N/A	9.3	N/A	N/A	Secondary	A	N/A
Plaza Drive							
College Blvd/Emerald Drive	18.5	22.4	Secondary	D	Secondary	D	N/A
Rancho Del Oro Drive							
SR 78/Glaser Drive	12.0	48.2	Secondary	F	Major 6 Lanes	E	C
Glaser Drive/Oceanside Blvd	12.0	46.1	Secondary	F	Major 6 Lanes	E	C
Oceanside Blvd/Mesa Drive	N/A	29.0	Secondary	F	Major 4 Lanes	C	N/A
Mesa Drive/SR 76 Expressway	8.0	17.7	Secondary	C	Major 4 Lanes	A	N/A
SR 76 Expressway/Mission Ave	8.0	7.0	Secondary	A	Major 4 Lanes	A	N/A
State Route 76 Expressway							
I-5/Canyon Drive	N/A	65.4	Expressway	N/A	Expressway	N/A	N/A
Canyon Drive/Mission Avenue	N/A	64.4	Expressway	N/A	Expressway	N/A	N/A
Mission Avenue/Douglas Drive	N/A	47.8	Expressway	N/A	Expressway	N/A	N/A
Douglas Drive/Rancho Del Oro Rd	N/A	36.7	Expressway	N/A	Expressway	N/A	N/A
Rancho Del Oro Road/Old Grove Rd	N/A	31.6	Expressway	N/A	Expressway	N/A	N/A
Old Grove Road/Frazee Road	N/A	26.8	Expressway	N/A	Expressway	N/A	N/A

1 Current classification LOS with buildout traffic volumes using ADT analysis.

2 Proposed classification LOS with buildout traffic volumes using ADT analysis.

3 Peak Hour LOS with proposed classification and buildout traffic volumes using the Highway Capacity Manual Method. (See discussion on page 57)

Table 5 (Cont. Page 6)

Existing and Proposed Classification

Traffic Volumes and Levels of Service

Street Segment:	Existing VEH/DAY (x000's)	Buildout VEH/DAY (x000's)	Current Class	Current LOS[1]	Proposed Class	Proposed LOS[2]	Proposed LOS[3]
State Route 76 Expressway							
Frazee Road/College Blvd	N/A	31.0	Expressway	N/A	Expressway	N/A	N/A
College Blvd/N. Santa Fe Avenue	N/A	35.7	Expressway	N/A	Expressway	N/A	N/A
N. Santa Fe Avenue/Melrose Drive	N/A	22.3	Expressway	N/A	Expressway	N/A	N/A
Melrose Drive/East City Limits	N/A	40.8	Expressway	N/A	Expressway	N/A	N/A
State Route 78							
I-5/Jefferson Street	116.0	150.5	Freeway	N/A	Freeway	N/A	N/A
Jefferson Street/El Camino Real	105.0	155.7	Freeway	N/A	Freeway	N/A	N/A
El Camino Real/Rancho Del Oro Dr	124.0	164.7	Freeway	N/A	Freeway	N/A	N/A
Rancho Del Oro Dr/College Blvd	124.0	167.5	Freeway	N/A	Freeway	N/A	N/A
College Blvd/Plaza Drive	101.0	138.0	Freeway	N/A	Freeway	N/A	N/A
Plaza Drive/ Emerald Drive	101.0	156.3	Freeway	N/A	Freeway	N/A	N/A
Emerald Drive/Melrose Drive	106.0	157.3	Freeway	N/A	Freeway	N/A	N/A
Vandegrift Boulevard							
North River Road/Douglas Drive	20.3	31.3	Major	C	Major 5 Lanes*	B	N/A
Douglas Drive/North City Limits	19.8	14.3	Major	A	Major 5 Lanes*	A	N/A
Vista Way							
Coast Highway (Hill Street)/I-5	19.9	32.6	Secondary	F	Secondary	F	D
Ivy Road/El Camino Real	19.4	23.3	Secondary	D	Secondary	E	D
El Camino Real/Rancho Del Oro Dr	18.5	22.5	Secondary	E	Secondary	D	N/A
Rancho Del Oro Dr/College Blvd	16.0	24.7	Secondary	E	Secondary	E	D
College Blvd/Westbound SR78 Ramps	18.5	29.3	Secondary	D	Secondary	C	N/A**
Westbound SR78 Ramps/Emerald Drive	18.5	18.3	Secondary	C	Secondary	C	N/A

* Vandegrift Boulevard to be built as 5-lane major arterial with 2 lanes southbound and 3 lanes northbound.

** This segment will have 3 lanes eastbound and 2 lanes westbound. An exclusive right-turn-lane for eastbound traffic approaching westbound SR78 Ramps will be provided.

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1 Current classification LOS with buildout traffic volumes using ADT analysis.

2 Proposed classification LOS with buildout traffic volumes using ADT analysis.

3 Peak Hour LOS with proposed classification and buildout traffic volumes using the Highway Capacity Manual Method. (See discussion on page 57)

SPECIFIC ROADWAYS AND ROADWAY SEGMENTS

Cannon Road between the western City limits and Melrose Drive is forecast to operate at an acceptable LOS C under its current Major Arterial designation with 30,700 to 31,500 ADT.

Canyon Drive is forecast to carry relatively low volumes of traffic (less than 7,500 ADT) for its entire length. This may be somewhat understated since it will provide a connector between several commercial areas. Nevertheless, traffic can be accommodated at an acceptable LOS with the existing Secondary Arterial classification.

Cassidy Street from Interstate 5 to west of Coast Highway (Hill Street) is forecast to carry between 7,000 and 9,100 ADT at LOS D to F, respectively. Using the ADT analysis method, a Secondary Arterial would be necessary to provide an acceptable LOS on this segment. However, the street is strictly residential in nature, with an elementary school, a fire station and west of Coast Highway (Hill Street), an at-grade crossing of a major railroad, and an underpass with impaired vertical and horizontal clearance. Consideration for the existing neighborhood and its residents would appear to preclude widening the street to Secondary Arterial standards. However, this street was also analyzed at the peak hour using the Highway Capacity Manual method. It was determined that acceptable LOS will be achieved after a more detailed analysis was completed.

The segment of Cassidy Street east of I-5 presents a similar, yet unique problem in that no direct east-west through route presently exists.

While logic might suggest that Cassidy be extended easterly beyond Hunsaker to an eventual connection with Vista Way at Jefferson, there is strong public sentiment against such a route. It would introduce heavy traffic (22,000 daily vehicles) through residential areas and across undeveloped terrain and represent a negative impact upon this residential neighborhood.

Accordingly, Cassidy Street between I-5 and Hunsaker is shown as a Collector street. The proposed Circulation Element and Master Transportation Plan does not include Cassidy Street between Hunsaker and Vista Way. It should be recognized however, that without the connection of Cassidy Street between Hunsaker and Vista Way, traffic seeking an east-west route through the Fire Mountain area is likely, over time, to create undesirable traffic demands on such "by-pass" streets as Hunsaker, California, Ridgeway, Fire Mountain, Downs, Ivy and Avocado.

College Boulevard is projected to operate at unacceptable LOS's with its existing Four-Lane Major classification. Even by upgrading most of its length to a Six-Lane Major classification, unacceptable LOS's will remain from the south City Limits north to Lewis Street and from Olive Drive to Oceanside Boulevard. A Six-Lane Prime Arterial would be necessary to achieve acceptable LOS on the failing segments with the exception of the Rte. 76 Expressway to North River Road segment where a Six-Lane Major would suffice.

College Boulevard is projected to operate at acceptable LOS's from Frazee Road to North River Road with an ADT range of 24,000 to 37,000 vehicles per day.

While strong attempts should be made to construct the full six-lan facilities, existing development on most segments makes such upgrading unlikely. Accordingly, the Four and Six-Lane designations are made with the knowledge that peak-hour congestion will occur. College Boulevard will be a strong candidate for special capacity-enhancing treatment. Such treatment could include intersection widening, free right turn lanes, grade separations, substandard lane widths (with parking prohibitions), and unbalanced lane flow, (3 lanes uphill, two lanes downhill).

Craven Road is the existing segment of Mission Avenue between Old Grove Road and the future Frazee Road, and is projected to operate at LOS A as a four lane secondary arterial. It is expected to carry approximately 4,000 ADT.

Douglas Drive is projected to operate at an acceptable LOS between Mission Avenue and El Camino Real under its current four lane major arterial classification. North of El Camino Real to North River Road, forecast volumes approach 38,000 ADT. With these forecasted volumes, a Six-Lane Major Arterial classification would provide for acceptable LOS, however, due to right-of-way constraints, only a Four-Lane Major Arterial classification can be accommodated. This segment will operate at unacceptable LOS using the ADT method. With the use of special capacity enhancement treatments, an acceptable LOS can be achieved. Between North River Road and Vandegrift Boulevard a secondary arterial classification is designated but may not be achievable due to wetland areas adjacent t this section of roadway. As traffic builds to an unacceptable level on its two-lane section, special capacity enhancements can increase the

operational capacity significantly. Such enhancements include maintaining secondary arterial design criteria (curve radius, design speed, intersection spacing, etc.), a center raised median, and turn pockets at all intersections.

Douglas Drive is another facility that must be closely monitored as part of the highway system north of the San Luis Rey River since its retention as a two-lane facility may create serious future capacity problems on the College Boulevard crossing of the San Luis Rey River, and on portions of Vandegrift Boulevard (to be discussed later).

El Camino Real has forecasted volumes between State Highway 78 and Oceanside Boulevard between 48,000 and 65,000 ADT. According to City standards, this is LOS E and F, respectfully, for a Six-Lane Prime Arterial. Special widening at intersections, auxiliary lanes, and restriction of access along these segments may improve projected LOS. However, due to existing topography, street location and buildings, this may not be feasible. Some congestion at buildout may occur.

Between Oceanside Boulevard and Mission Avenue, El Camino Real will be bridged by the Rte. 76 Expressway, without a connection to it. This segment of El Camino Real is being recommended as a Four-Lane Major Arterial which will provide an acceptable LOS on this segment.

North of Mission Avenue to Douglas Drive, El Camino Real is projected to operate at acceptable LOS with the recommended Major Arterial classification.

Emerald Drive will operate acceptably north of Lake Boulevard in its current Secondary Arterial status. The portion between Olive and Lewis, will also operate acceptably in its current Secondary Arterial classification. The City of Vista's Circulation Element also shows this section as a Secondary Arterial where it runs along the boundary between the Cities of Vista and Oceanside.

Frazee Road is the extension of Mission Avenue from Old Grove Road east across the State Route 76 expressway to College. It will operate at acceptable LOS in its planned Four-Lane Major classification from Old Grove Road to the Expressway and as a Secondary Arterial from the Expressway easterly to College Blvd.

Coast Highway (Hill Street) is projected to operate in a range from LOS A to a poor LOS F from the north City limits to the south City limits as a Secondary Arterial. A Six Lane Major arterial would provide an acceptable LOS. However, this roadway is currently built to Secondary Arterial standards and intense commercial development along its length in the central portion of the City prohibits any further upgrading of this facility. After conducting a thorough trip analysis of this corridor, it appears that the model has assigned a significant amount of diverted regional through traffic to this facility. Given the number of traffic signals and potential delay on this route, diversions of this magnitude from Interstate 5, would probably not occur. There is a possibility however that as Coast Highway (Hill Street) traffic volumes increase simply due to growth of commercial activity, some traffic may seek to

bypass Coast Highway (Hill Street) on such paralleling streets as Pacific, Tremont, Freeman and Ditmar. If that occurs, further traffic management tools may be required.

Lake Boulevard is planned as a Secondary Arterial for its entire length. It is forecast to carry less than 20,000 ADT which will create an acceptable LOS for its entire length.

Las Tunas Drive east of Vandegrift Boulevard has been eliminated from the plan because of the environmentally sensitive nature of the area through which it passes, and the inability at the present time to determine the most appropriate transportation network in that undeveloped section of the City.

Melrose Drive between the South City Limits to North Santa Fe will operate at acceptable LOS as proposed. The classification has been downgraded from a Prime Arterial to a Six-Lane Major Arterial from North Santa Fe to Highway 76.

The crossing of the San Luis Rey River from Highway 76 to North River Road is retained. The roadway classification of this segment will remain as a Four-Lane Major Arterial. The classification as a Four-Lane Major Arterial rather than a Prime Arterial is to be retained because it is

anticipated that the Morro Hills neighborhood will not be intensified beyond the existing General Plan Land Use. Continuing to provide the Melrose Drive Bridge Crossing would benefit the existing College Boulevard Bridge by allowing it to operate at an acceptable LOS. Using the HCM capacity standards, traffic on Melrose Drive from North Santa Fe to North River Road will operate at acceptable LOS's.

Special intersection design features at the Melrose Drive and North River Road intersection will encourage the use of the Melrose Drive Bridge Crossing to and from Vandegrift rather than North River Road east of Melrose Drive.

All of these locations will require constant monitoring and may require peak hour directional flow measures that are generally associated only with the heart of old, dense metropolitan areas. It is a common problem in urban places traversed by rivers and streams. There is no easy or inexpensive solution.

Mesa Drive is proposed as a Collector Street from Mission Avenue to El Camino Real, and as a Secondary Arterial or modified Secondary Arterial (four lanes divided, with a 10-foot median and no parking) over the balance of its length. Mesa Drive is projected to operate at acceptable LOS between Mission Avenue and Foussat Street as a Collector Street. Mesa Drive is projected to operate at an unacceptable LOS as a Collector street between Foussat Street and El Camino Real. A Secondary Arterial would provide an acceptable LOS on this segment, however, such an upgrade is not possible due to existing residential frontage. Accordingly, some capacity enhancements may be required. The remainder of the roadway east

of El Camino Real will operate acceptably as a Secondary Arterial.

Mission Avenue currently experiences a failing LOS, between Interstate 5 and Old Grove Road. However, traffic volumes will drop dramatically upon completion of the Rte. 76 Expressway.

The Four or Six-Lane Major Arterial designations will provide acceptable levels of service ("D" or higher) on most segments. The segment from Foussat Street to El Camino Real is projected to operate at LOS F at its classification of a Four-Lane arterial. From El Camino Real to Douglas Drive, Mission Avenue falls just short of LOS D. With special capacity enhancement treatments, these segments should operate with acceptable LOS.

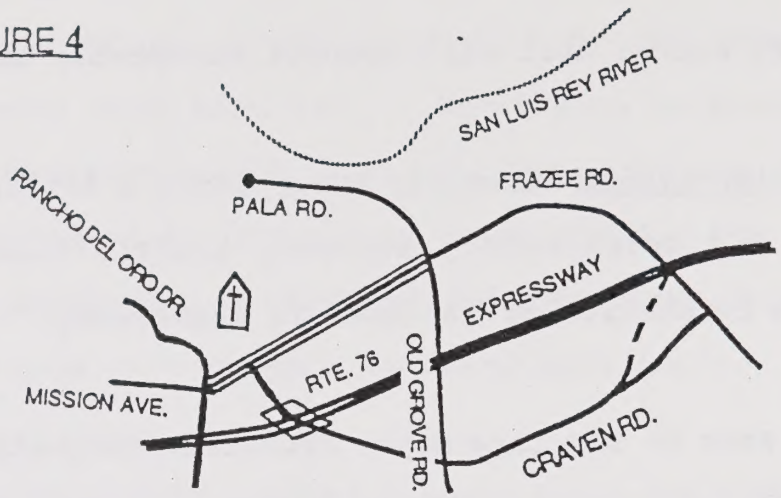
Particular study has been given to the segment of Mission Avenue between Rancho del Oro Drive and Old Grove Road. Three alignment variations were considered and are shown in Figure 4:

1) The "Old Alignment" which, easterly of Rancho del Oro Drive veered northeasterly to an intersection with Old Grove Road and then continued northeasterly as Frazee Road. This alignment had a significant impact on property adjacent to Mission San Luis Rey. Although it offered the most direct route for an arterial roadway paralleling the Route 76 Expressway, its fragmentation of historically significant community elements warranted consideration of other options.

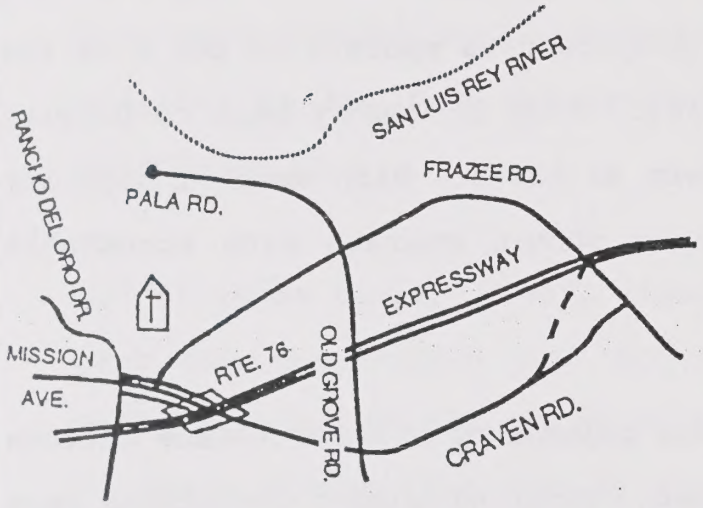
2) In the "Under The Expressway Alignment", Mission Avenue would cross under the Route 76 Expressway midway between Rancho del

FIGURE 4

DRAFT



1) "OLD ALIGNMENT"



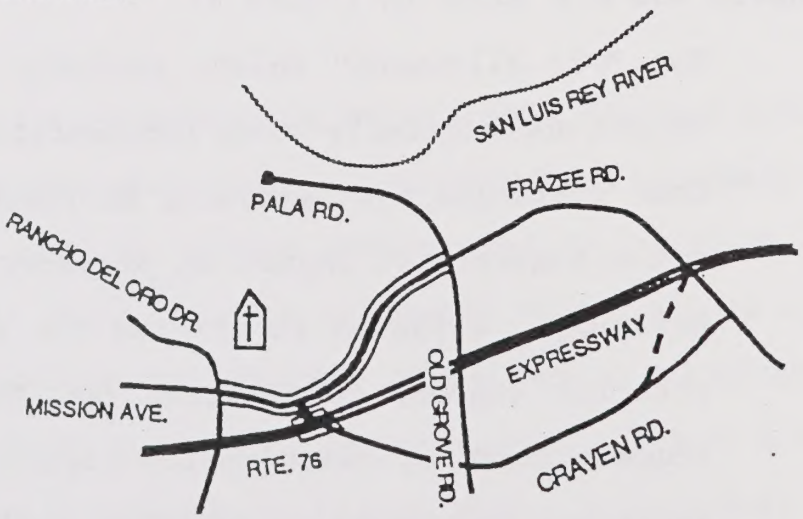
2) "UNDER THE EXPRESSWAY ALIGNMENT"

LEGEND

- - - TO BE REMOVED

▭ GRADE SEPARATION

✝ MISSION SAN LUIS REY



3) "SHIFTED OLD ALIGNMENT"

MISSION AVENUE ALIGNMENT ALTERNATIVES

Oro Drive and Old Grove Road and then continue south of the Expressway as Craven Road. Frazee Road would tee into Mission Avenue a short distance north of the Expressway, just east of Rancho del Oro Drive. Such a route has two major disadvantages:

a) The heaviest traffic flow would be taken substantially out-of-desired-direction from Mission Avenue to Craven Road (i.e. traffic is diverted away from direct intersection with the Expressway/Frazee Road intersection), thence easterly, south of the Expressway. Mission Avenue/Craven Road from Rancho del Oro Drive to Frazee Road would require widening to a four-lane major arterial.

b) Because the traffic is diverted away from the intersection with the Expressway/Frazee Road, heavy right and left-turn movements would be created at the intersections of Frazee Road and Craven Road and at Frazee Road and Mission Avenue.

3) The "Shifted Old Alignment" in which Mission Avenue and its continuation in Frazee Road remains north of the Expressway, but east of Rancho del Oro Drive, is pulled southerly so as to have little or no impact on property adjacent to Mission San Luis Rey. Such a route provides optimum east-west circulation, continues to require an undercrossing of the Expressway (now

on Craven Road) and minimizes the number of right and left turning movements at the intersections of Frazee Road and the Expressway, Frazee Road and Craven Road, and Frazee Road and College Boulevard. The route also allows for a simplification of street names. Craven Road would exist between Mission Avenue (north of the Expressway) and Frazee Road, Mission Avenue, would exist between Coast Highway (Hill Street) and Old Grove Road, and Frazee Road would exist between Old Grove Road and College Boulevard.

After a full evaluation of all factors, it was determined that Alternative 3, The Shifted Old Alignment, provides the best circulation service with minimum community disruption. It is therefore included in the Master Transportation Plan. It should be noted that other street alignments on the Master Transportation Plan are schematic only. The Mission Avenue alignment alternatives described above are the only detailed alignment studies.

North River Road is designated as a Four-Lane Major Arterial from Douglas Drive to College Boulevard. At College Boulevard it intercepts the heavy Camp Pendleton traffic coming across the San Luis Rey River. Thus, for the short distance from College Boulevard to Vandegrift Boulevard, it becomes a Five-Lane Major Arterial with three northbound and two southbound lanes. This segment would operate at acceptable LOS. Then as it proceeds easterly from Vandegrift Boulevard to the proposed Melrose Drive intersection, it would be upgraded from a Secondary Arterial to a Four-Lane Major Arterial. This segment will also operate acceptable at LOS's. East of Melrose Drive to the East City Limits, its traffic

demands would be satisfied by a Secondary Arterial classification. The study does not anticipate intensification of the Morro Hills area beyond the existing Land Use of the General Plan. Additional mitigation of North River Road will be necessary if intensification is permitted. Although with special design considerations at the intersection with Melrose Drive, acceptable LOS will be maintained.

North Santa Fe Avenue is being classified as a Four-Lane Major Arterial. North Santa Fe Avenue will operate at LOS C between Melrose Drive and Mesa Drive. From Melrose Drive to the east City limits, this facility transitions to a Secondary Arterial in the City of Vista. An acceptable level of service (LOS C) is forecast to occur in this transition area.

Oceanside Boulevard between Pacific Street and Coast Highway (Hill Street) will operate at acceptable LOS under its current classification as a Collector roadway. From Coast Highway (Hill Street) to Interstate 5, its classification proposed as a Secondary Arterial will provide a LOS E. Oceanside Boulevard between Interstate 5 and Crouch Street is forecast to operate at an acceptable level of service (LOS D & C) with a Four-Lane Major Arterial classification. From Crouch Street to El Camino Real, a Four-Lane Major will suffice. Between El Camino Real and Avenida del Oro, Oceanside Boulevard will operate at acceptable levels of service in the modified six lane Prime Arterial configuration as designated in the Rancho del Oro Specific Plan. The segment between College Boulevard and Temple Heights, however, will be at LOS E as a Four-Lane Major Arterial. All other segments will operate acceptably under their proposed classifications.

It must be recognized that Oceanside Boulevard is one of the City's oldest and most densely developed streets. Existing development may well make widening or other improvements so onerous and expensive that full street standards simply cannot be attained. In that event, specialized lane design, parking prohibition, peak hour controls, and other measures may be necessary in order to reach an acceptable LOS.

Old Grove Road will function efficiently as a Secondary Arterial in its whole length from College Boulevard to Frazee Road. Its present designation as a Four-Lane Major Arterial between Mesa Drive and Frazee Road has been reclassified to a Secondary Arterial which will result in acceptable LOS on all segments.

Olive Drive would operate at an acceptable LOS between College Boulevard and Emerald Drive under its current designation as a Secondary Arterial using the Highway Capacity Manual Method. East of Emerald Drive to the City's eastern limits, the current Secondary Arterial classification will also provide an acceptable level of service.

Pala Road has been added between Mission Avenue South and Foussat Road as a Secondary Arterial classification and as a Secondary Arterial between Foussat Drive and Douglas Drive. Its recommended designation as a Secondary Arterial will result in LOS A. These sections are recommended because of the need to provide improved circulation for the area bounded by Foussat Road to the west, Mission Avenue to the south, Douglas Drive to the east and San Luis Rey River to the north. This roadway will allow traffic to avoid the El Camino Real and Mission Avenue intersection thus providing an acceptable LOS for this intersection.

Pala Road between Peyri Drive and Old Grove Road (extended) has been removed from the plan due to neighborhood concerns regarding impacts that would occur as a result of making it a continuous east-west route and a convenient bypass for Mission Avenue or Rte. 76 traffic. Its closure, somewhere east of Peyri Drive does not create any particular capacity problems elsewhere on the system.

Plaza Drive between College Boulevard and Emerald Drive is forecast to operate at an acceptable LOS under its current designation as a Secondary Arterial.

Rancho del Oro Drive is forecast to operate at acceptable LOS C using the Highway Capacity Manual Method between State Route 78 and Oceanside Boulevard, assuming an interchange is constructed at State Route 78/Rancho Del Oro Drive and Rancho del Oro Drive is constructed to recommended Six Lane Major standards. With special capacity enhancement techniques, acceptable LOS will be attained. A Six Lane Prime Arterial would be necessary to accommodate forecast volumes at acceptable levels of service. However, inadequate intersection spacing and excessive street grades preclude Prime Arterial design standards. Accordingly, some congestion, not anticipated to be of major consequence, can be expected.

Between Oceanside Boulevard and Mission Avenue, this facility is forecast to operate at acceptable levels of service as a Four Lane Major Arterial.

The State Route 76 expressway is projected to accommodate between 26,800

and 65,400 ADT as a limited access four and six lane facility. Sinc access will be limited to signalized intersections spaced at least one mile apart, forecast volumes are expected to be carried at acceptable levels of service.

Vandegrift Boulevard between College Boulevard and the north City limits has been given the designation of five-Lane major arterial due to environmental constraints on the west side. The Five-Lane Major Arterial classification of Vandegrift Boulevard calls for two southbound lanes and three northbound lanes. Such a configuration will accommodate the highly peaked AM flow into Camp Pendleton, as well as normal daytime and peak southbound flows which are more dispersed. The recommended Five-Lane designation will operate at acceptable LOS.

The study for Vandegrift Boulevard assumed that intensification of the Morro Hills area beyond the existing Land Use of the General Plan will not be permitted. Additional mitigation would be required if intensification is permitted.

Vista Way is projected to operate at LOS F between Coast Highway (Hill Street) and Interstate 5 and at LOS D or E between Ivy Road and College Boulevard under its current designation as a Secondary Arterial. A four lane major arterial would provide an acceptable level of service, however, existing development, and the street's proximity to State Rte. 78 Freeway make widening extremely difficult, expensive, and in some cases, impossible. There is little that can be done to increase its capacity, thus frequent congestion and delay must be expected.

The street will continue to constitute a traffic management challenge.

The segment between College Boulevard and the westbound SR 78 on/off ramps will operate at LOS C with the addition of an exclusive eastbound right-turn-lane. Between SR 78 ramps and the easterly City limits, acceptable LOS will be retained in its current classification as a Secondary Arterial.

CHAPTER 5

INTERSECTIONS

LEVEL OF SERVICE (LOS)

Intersections are of particular interest since the level of service at which an intersection operates is an indication of the delay which can be expected on the street network. The intersections of interest with respect to this Circulation Element update are the intersections of Prime, Major, or Secondary Arterials with one another. Table 6 lists intersections and associated levels of service based on anticipated traffic volumes and turning movements at buildout of the General Plan. Table 7 contains a description of various levels of service from A to F.

Table 8 isolates those intersections from Table 6 which show unacceptable performance at buildout (LOS E or F) and compares them to their existing LOS. A discussion of those intersections follows.

Table 6

INTERSECTION LEVEL OF SERVICE AND V/C AT BUILDOUT

INTERSECTION	LOS	V/C
College/EB 78 Off-Ramp	B	0.67
College/Frazee	D	0.88
College/Lake	D	0.89
College/Mesa	D	0.83
College/North River	D	0.81
College/Old Grove	C	0.74
College/Olive	D	0.83
College/Plaza	C	0.77
College/Vista Way	D	0.87
Craven/Frazee	A	0.57
Craven/Old Grove	B	0.64
Mission/Rancho Del Oro	A	0.20
Douglas/North River	C	0.72
Douglas/Pala	C	0.78
Douglas/Vandegrift	C	0.80
El Camino Real/Mesa	E	0.94
El Camino Real/Oceanside	F	1.03
El Camino Real/Oceanside (Urban)[1]	D	0.75
El Camino Real/Vista Way	E	0.99
Foussat/Pala	D	0.85
Lake/Cannon	B	0.61
Lake/Emerald	A	0.42
Melrose/Cannon	D	0.88
Melrose/North Santa Fe	D	0.87
Melrose/Oceanside	D	0.87
Mesa/North Santa Fe	A	0.45
Mesa/Old Grove	C	0.75
Mesa/Towncenter	A	0.46
Mission/Airport	B	0.68
Mission/Canyon	C	0.76
Mission/College	D	0.89
Mission/College (Urban - College Flyover)[1]	N/A	N/A
Mission/College (Urban - Mission Flyover)[1]	N/A	N/A
Mission/Douglas	D	0.81
Mission/El Camino Real	D	0.84
Mission/Foussat	A	0.45
Mission/Rancho Del Oro	D	0.84
North River/Vandegrift	D	0.83
Oceanside/Canyon	D	0.87
Oceanside/College	D	0.86
Oceanside/Towncenter	D	0.84
Olive/Emerald	D	0.87
Plaza/EB 78 Hook Ramp	D	0.88
Rancho Del Oro/Glaser	C	0.77
Rancho Del Oro/Mesa	B	0.64
Rancho Del Oro/Oceanside	D	0.87
Rancho Del Oro/Vista Way [1]	D	0.86
Vista Way/Jefferson	B	0.60
Vista Way/WB 78 Hook Ramp	D	0.87

[1] Assumes interchange access with State Route 78.

Table 7[1]

Intersection Level of Service Definitions

Level of Service	Operating Conditions
A	Very low delay; most vehicles arrive during the green time; most vehicles do not stop at all.
B	Low delay; more vehicles stop than for LOS A causing higher delays; more vehicles stop but all vehicles clear the traffic signal.
C	Average delay; vehicles may wait longer due to longer cycle lengths; number of vehicles stopped is significant, although many pass through the intersection without stopping.
D	Significant delay; congestion becomes more noticeable; long cycle lengths; many vehicles stop and the portion of vehicles not stopping declines; some vehicles may not clear intersection.
E	Heavy delay; congestion is apparent; longer cycle lengths; almost all vehicles stop; may take waiting through at least one cycle to clear intersection.
F	Extreme delay; very long cycle lengths; all vehicles stop; takes at least two or more cycles to clear intersection.

[1] 1985 Edition Highway Capacity Manual, Special Report 209, Chapter 9, pgs. 9-4,9-5. See Chapter 3, Goals, Objectives and Policies, page 42, Policy D for minimum acceptable Level of Service.

Table 8[1]

INTERSECTIONS WITH UNACCEPTABLE LEVELS OF SERVICE AT BUILDOUT

Intersection	EXISTING	BUILDOUT
El Camino Real & Mesa Drive	D	E
El Camino Real & Oceanside Boulevard	F	F D[2]
El Camino Real & Vista Way	F	E
Rancho Del Oro Drive & Vista Way[3]	A	D

[1] Discussion of these intersections are provided on the following pages.

[2] Assumes urban interchange design at intersection.

[3] Assumes interchange access with State Route 78.

The reader is cautioned that it is not necessarily true that intersection congestion will worsen over time as urban growth takes place. While that may be true at certain intersections, Table 6 contains a few intersections where current LOS is not as good as anticipated at buildout. The primary reason is that the sound transportation planning that is taking place, partly in the form of this Circulation Element, will result in an ultimate total transportation network that will offer motorists route options not available today. Thus, the distribution of all vehicle trips over a fully completed street network has the potential of functioning much more smoothly than on the incomplete street network that exists at present.

METHODOLOGY The Intersection Capacity Utilization (ICU) method was used to calculate future signalized intersection levels of service that resulted in a volume to capacity ratio (V/C). Low ratios, such as 0.40 to 0.60 represent extremely favorable operation, while high ratios such as 0.80 or 0.90 represent poor operation. A ratio higher than 1.00 represents extreme operational breakdown with considerable congestion and delay. Table 9 shows the V/C ranges which represent the various levels of service from A to F.

Table 9

LEVEL OF SERVICE RANGES FOR V/C RATIOS

Level Of Service	V/C
A	0.0 - 0.6
B	0.6 - 0.7
C	0.7 - 0.8
D	0.8 - 0.9
E	0.9 - 1.0
F	Greater than 1.0

FUTURE "PROBLEM" INTERSECTIONS

El Camino Real and Mesa Drive

This intersection serves a 4-lane major arterial, El Camino Real, that carries significant regional north/south traffic volumes and a 4-lane secondary arterial that carries significant traffic volumes from local light industrial and residential areas. This intersection basically suffers with high traffic demand that results in a peak hour V/C ratio of 0.94. That represents an LOS E, with moderate operational breakdown, heavy delay and almost all vehicles stopping.

With the amount of traffic demand through this intersection, even sophisticated traffic management techniques could not be expected to bring the LOS down to an acceptable level.

El Camino Real and Oceanside Boulevard

This intersection carries significant regional traffic volumes from two major intersecting regional arterials. These high traffic volumes result in a V/C of 1.03 with a LOS F.

A studied mitigation possibility at this location is a full or partial urban interchange which would separate the heaviest conflicting traffic movement. For example, a "flyover" which would take left-turning traffic from westbound on Oceanside Boulevard to southbound on El Camino Real could easily bring the level of service for all intersection traffic to an acceptable figure. Such a concept involves high cost, engineering challenge, and difficulty of construction.

El Camino Real and Vista Way

This intersection is simply a victim of poor location, being one of eight signalized intersections along El Camino Real in a three-quarter mile distance from Oceanside across State Route 78 into Carlsbad. That signal system is interconnected for progressive signal timing, but the sheer volumes of through traffic and side street traffic simply do not permit the system to operate efficiently.

Fortunately, it is primarily a P.M. peak-hour problem and the subject intersection, while at LOS E with a V/C ratio of 0.99, functions reasonably well at other times of the day. It is believed that the El Camino Real signal system is at near-optimization. With Vista Way situated virtually adjacent to the signalized westbound freeway ramps, it is unlikely that an acceptabale LOS D can ever be attained.

Rancho del Oro Drive and Vista Way

This intersection will experience the typical problems associated with major arterials that parallel a freeway and are situated immediately adjacent to it. When the Rancho del Oro interchange with Route 78 Freeway is constructed as a typical diamond interchange, the signalized westbound freeway ramps will be very close to the subject signalized intersection. Fortunately, there was some anticipation of such a problem which resulted in a realignment of Vista Way to the north when Rancho del Oro Drive was connected to it.

Since it is presently functioning at LOS A, and since the interchange construction is still some time off, this intersection is a candidate for monitoring to determine exactly what impacts will result from the

freeway interchange construction. It is entirely possible that traffic management techniques can hold the future LOS at an acceptable level.

CHAPTER 6

PROGRAM RECOMMENDATIONS

RECOMMENDED PROGRAMS

The following programs form the recommended guidelines for action by the City:

Street Improvements

1. Implement the proposed circulation network and street classification standards as shown in Figure 4 and Table 5.

2. As more precise intersection data becomes available, incorporate special design treatments for mitigating potentially unacceptable levels of service at those intersections identified in Table 9.

3. Continue to impose a cumulative traffic mitigation fee program to fund improvements necessary to maintain acceptable levels of service.

4. Update and revise the cumulative traffic mitigation fee program periodically to include road segment and intersection improvements

as necessary to maintain acceptable LOS, and make any necessary adjustments in the amount of fee to be imposed.

5. Construct road segment improvements and road expansions as indicated on the Master Transportation Plan to provide a LOS "C" (LOS "D" where LOS "C" is impractical to achieve) or better at such time as traffic flow warrants improvement or expansion.

6. Widen approaches and make any other necessary intersection improvements to achieve a LOS "D" or better for those intersections which would be impacted by proposed development.

7. Initiate efforts to develop a congestion management program, as mandated by the approval of Proposition 111 in June, 1990 and as adopted by SANDAG on November 22, 1991.

8. Continue to require new development to construct, as a condition of approval, all feasible roadway and intersection improvements that are warranted by the development.

9. With more detailed segment capacity analysis being performed at the time of project development, acceptable levels of service will most likely occur. However, if acceptable levels of service cannot be achieved, project development size reduction may be required to reduce traffic impacts to provide acceptable level of service. In some cases, projects may not be able to mitigate all their impacts

In these cases a recommendation may be made to deny a project development or appropriate overriding findings may need to be made.

10. Incorporate the following mitigation measures, where appropriate, into the design of new and improved roadways and streets, to ensure that new roadways will not result in future noise levels exceeding City land use compatibility criterion:

    - Alignment alternatives.
    - Roadway barriers.
    - Lateral separation.
    - Vertical profile.
    - Retrofitting existing sensitive uses with added wall insulation, double pane windows, and air conditioning.
    - Relocation of severely impacted sensitive uses.
    - Buffer Zones with adequate setbacks to avoid potentially unhealthful exposure to roadway noise and air quality levels.

11. Require appropriate level of environmental assessment for all areas where there is occurrence of endangered or threatened species.

12. In the design of transportation facilities every reasonable effort should be made to integrate and preserve significant natural features of the land, such as major canyons, watercourses, wetlands, native vegetation, trees, and rock outcroppings.

13. Locate and design roadways to avoid excessive grading and t respect the existing hillside and/or wetlands topography.

14. Require utilities to be undergrounded or relocated whenever possible, in conjunction with roadway construction.

15. Require landscaping to be replanted, replaced or introduced along all new roadways or those which have been redesigned or reconstructed.

Transportation Demand Management

Adopt and implement comprehensive City-wide Transportation System Management (TSM) and Transportation Demand Management (TDM) programs to reduce peak hour traffic volumes to a level that can be accommodated by the street system. Programs which have been explored in other areas and typical programs previously used are:

1. Install directional/information signage on main streets, such as Coast Highway (Hill Street), indicating the location of public parking lots and the transit terminal to avoid having motorists drive around in search of these facilities.

2. Consider the establishment of a "fare-free" zone in cooperation with NCTD in the downtown area for passengers boarding busses along Coast Highway (Hill Street), or shuttle services serving the beach, harbor and commercial areas.

3. Coordinate and cooperate with the NCTD in the planning and implementation of the proposed commuter rail project parallel to Oceanside Boulevard. Require stations to have bicycle storage facilities, park-and-ride lots, and other transit and pedestrian amenities.

4. Coordinate and cooperate with the NCTD to monitor transit service improvements and identify additional bus lines which could carry bicycles; follow-up with implementation.

5. Assist employers to join an existing organization or to form their own organization in an effort to pool resources and ultimately reduce employee trips. An immediate task would be to develop and distribute a commuter bicycle route map.

6. Require employers and new developers to provide shuttle service in heavily congested areas where street widening may not be feasible.

7. Develop a map depicting bicycle, pedestrian, and horse riding trails for the general public. Distribute the trails map and the regional transit map (produced by NCTD) to all existing and future residents.

8. Require all new development to have transit facilities built-in, such as bus turn outs, shelters, bicycle storage facilities, etc.

9. Utilize transportation system management strategies such as elimination of on-street parking and initiation of parking management plans where warranted, traffic signal synchronization, left-turn lane pockets, lane restriping, one-way couplets, and manual traffic signal operations during peak hours.

APPENDIX

- City Council Resolution No. R95-214
- City Council Resolution No. R95-201

RECEIVED
DEC 28 1995
Engineering Dept

RESOLUTION NO. R95-214

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE IMPLEMENTING THE CIRCULATION ELEMENT OF THE OCEANSIDE GENERAL PLAN BY DIRECTING THE PLANNING COMMISSION TO INCORPORATE CIRCULATION SYSTEM LEVEL OF SERVICE REVIEW AS A DISTINCT COMPONENT OF THE DEVELOPMENT REVIEW PROCESS

WHEREAS, on November 15, 1995, the City Council amended the Circulation Element of the Oceanside General Plan; and

WHEREAS, the amended General Plan established a goal of level of service (LOS) "C" for street segments and further provides for a LOS of "D" during peak hours under certain circumstances; and

WHEREAS, when adopting the Circulation Element Amendment the City Council directed that any development project that affects a street segment that operates, or is projected to operate at less than LOS "C", regardless of peak hour analysis, the developer shall propose and prepare and provide for City review, various and creative measures to mitigate traffic impact in accordance with environmental mitigation measures, the policy statement contained in the Circulation Element and the general goal of obtaining LOS "C" whenever feasible; and

WHEREAS, the City Council has determined that the establishment of a new committee of a Planning Commissioner, a Transportation Commissioner and a Public Safety Commissioner to review LOS issues would duplicate existing development review process; and

WHEREAS, the City Council believes that the Planning Commission is the appropriate body to review LOS issues in the context of development projects.

NOW, THEREFORE, the City Council of the City of Oceanside DOES RESOLVE as follows:

1. The Planning Commission shall separately and distinctly review LOS issues associated with development projects subject to a discretionary development permit in order to assure General Plan consistency.

2. The Planning Commission review shall include street segments with LOS less than "C", recognizing LOS "D" during peak hour periods is consistent.

Before finding a development project to be consistent with the General Plan, the Planning Commission shall determine:

a. The street segments and intersections reasonably affected by the project have, and are reasonably foreseen to have, a LOS "C"; or

b. The street segment and intersection reasonably affected by the project have, and are reasonably foreseen to have, a LOS less than "C", and the project applicant has prepared and will implement various and creative measures to mitigate all traffic impacts associated with the development project to the extent reasonably feasible.

PASSED AND ADOPTED by the City Council of the City of Oceanside, California, this 13th day of December, 1995, by the following vote:

AYES: LYON, O'HARRA, HARDING, JOHNSON, McCAULEY
NAYS: NONE
ABSENT: NONE
ABSTAIN: NONE

Mayor, City of Oceanside

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

The City of Oceanside City Council, having made the Findings contained herein, hereby adopts this Statement of Overriding Considerations pursuant to CEQA guidelines Section 15093:

1. SIGNIFICANT UNMITIGABLE EFFECTS

The City Council, having reviewed and considered the information contained in the EIR, related documents, public testimony, and the entire record, finds that mitigation measures have been incorporated into the draft Circulation Element to mitigate to the extent possible the adverse environmental impacts, however, it is anticipated that these measures will not mitigate to below a level of significance as defined by CEQA, certain environmental impacts identified in the EIR. Specifically:

A. Transportation

- El Camino Real between State Highway 78 and Vista Way will reach an unacceptable LOS E which cannot be improved to an acceptable level due to land use and environmental constraints.

- The attainment of LOS D is infeasible at the intersection of Vista Way and El Camino Real because of the eight intersections within .75 miles and the adjacent freeway ramps. The intersection of El Camino Real and Mesa Drive is also projected to reach an LOS E, which cannot be mitigated due to the proximity of existing development.

B. Noise

- Future roadway widening projects would increase noise exposure along segments of Cannon Road, Coast Highway, College Boulevard, Douglas Drive, El Camino Real, Mission Avenue, North River Road, North Santa Fe Avenue, Oceanside Boulevard, Olive Drive, Plaza Drive, Rancho Del Oro Drive, Vandegrift Boulevard, Vista Way, State Routes 76 and 78 and Interstate 5. These may be mitigable through barriers, building modification or relocation of land uses. The effectiveness of such mitigation cannot be established at this time and must be reviewed during subsequent CEQA evaluations of specific roadway designs.

2. PROJECT ALTERNATIVES

Findings

The City Council, having reviewed and considered the information contained in the EIR, related documents, public testimony and the

record, finds that the EIR has described all reasonable alternatives to the proposed Circulation Element that could feasibly meet the basic objectives of the Element. Further the City Council finds a good faith effort has been made to incorporate all reasonable alternatives into the EIR and review process.

An analysis of the alternatives mentioned in the EIR reveals the following:

A. Continued implementation of the current Circulation Element would not take into account the existing land use element, the traffic impacts from the region, nor the possibilities of alternative transportation.

B. Serving future development solely with mass transit facilities and Transportation Demand Management measures would add an expensive burden to potential development and would not sufficiently alter the dependence on automobiles to reduce existing and projected traffic congestion to an acceptable level.

C. An alternative that would significantly widen many roads would improve Levels of Service but would negatively impact biological habitat and require the acquisition and demolition of many homes and businesses.

3. OVERRIDING FINDINGS

To the extent the significant effects described above are not avoided or substantially lessened to a level of insignificance, the City Council has balanced the benefits of the new Circulation Element of the General plan against the unavoidable environmental effects which remain and finds such unmitigated effects to be acceptable in view of the following reasons or overriding considerations as authorized by CEQA Guidelines Section 15093:

A. Implementation of the Circulation Element will further the goals and objectives set forth in the Oceanside General Plan.

B. The proposed Circulation Element establishes reasonable Levels of Service for local streets and highways which would accommodate the growth and provide improvements at the time of need by, and in a scale commensurate with, new development, without adversely impacting the quality of the City's neighborhoods with wider and more heavily traveled streets and highways.

C. The element provides a balance of alternative transportation modes including bus, light rail and trail systems to allow for the lessened use of the automobile for many trips and purposes.

RECEIVED
DEC 28 1995
Engineering Dept

RESOLUTION NO. R95-201

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE ADOPTING THE CIRCULATION ELEMENT OF THE GENERAL PLAN FOR THE CITY OF OCEANSIDE

WHEREAS, there was filed with this City Council a proposed Circulation Element of the General Plan (GPA-4-95) to establish Levels of Service and other standards for the future of the City's transportation system;

WHEREAS, the City Council, after giving the required notice, did on the 15th day of November, 1995, conduct a duly advertised public hearing as prescribed by law to consider said proposed Circulation Element; and

WHEREAS, studies and investigations made by this City Council and in its behalf reveal the following facts:

For the General Plan Amendment:

1. The proposed Circulation Element takes into account the existing and projected traffic volumes and levels that will result from the city's growth as well as from the surrounding cities and unincorporated areas.

2. The proposed Circulation Element establishes Levels of Service which will provide streets that are capable of carrying the projected traffic volumes.

3. The proposed Circulation Element establishes the framework for alternative transportation modes including light rail, bus transit, biking and pedestrian ways as well as transportation demand management techniques.

WHEREAS, pursuant to the California Environmental Quality Act of 1970 and the State Guidelines thereto, as amended to

date, an Environmental Impact Report (EIR) was prepared. The EIR has identified significant, unmitigative impacts with no feasible mitigation measures. These significant, unmitigative impacts are acceptable due to overriding social, economic and other benefits as specified in the Findings and Statement of Overriding Considerations attached hereto and incorporated by reference as Exhibit "A" to this resolution. The EIR and the information therein was considered and certified by the City Council prior to the approval of the General Plan Amendment.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Oceanside DOES HEREBY ADOPT GPA-4-95 as the Circulation Element of the General Plan for the City of Oceanside.

PASSED and ADOPTED by the City Council of the City of Oceanside, California this 15th day of November, 1995, by the following vote:

AYES: LYON, O'HARRA, HARDING, McCAULEY

NAYES: JOHNSON

ABSENT: NONE

ABSTAIN: NONE

Mayor of the City of Oceanside

ATTEST:

City Clerk

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

City Attorney

P:\WPW\WPDATA\CC\15RCIREL.GAC

City of Oceanside
Community Facilities Element
of the General Plan

approved by
Planning Commission
Resolution No. 90-P54 (6-11-90)

adopted by
City Council
Resolution No. R 90-193A (6-27-90)

COMMUNITY FACILITIES ELEMENT for THE CITY OF OCEANSIDE, CALIFORNIA

Prepared for:

The City of Oceanside , California

Prepared by:

Freilich, Stone, Leitner, and Carlisle

11755 Wilshire Boulevard, Suite 1230

Los Angeles, California 90025

EXECUTIVE SUMMARY

CUTIVE SUMMARY

INTRODUCTION

The purpose of this Community Facilities Element (CFE) of the General Plan for the City of Oceanside, California is to provide overall direction for the provision of adequate public facilities necessary to serve the existing and future developed areas of the City in a coordinated and cost effective manner. It is also intended as a comprehensive information source, with a Technical Appendix containing significant data regarding the status of the City's major capital facilities. Therefore, the CFE is to serve as a coordination tool to help guide the phased distribution of funds for the construction and maintenance of community facilities.

The basic intent of this Community Facilities Element is to provide a comprehensive and current inventory of the City's community facilities. Therefore, this plan element is dependent upon primary field inventories as well as data included within various master plans and elements. Specific master plans and elements provide information on specific projects and facilities, while the Community Facilities Element contains general policies and planning guidelines for public facilities in the City of Oceanside.

The purpose of this specific document is to summarize findings of an in-depth analysis of the conditions, capacities and status of all public facilities serving the City of Oceanside. In this regard, the primary and secondary levels of analysis placed upon public facilities discussed in this report include:

Primary Level of Analysis

- Parks and Recreation;
- Fire Department;
- Police Department; and
- Libraries.

Secondary Level of Analysis

- Water and Sewer;
- Stormwater Management;
- Civic Center;
- Municipal Facilities Yard (Corporation Yard);
- Oceanside Small Craft Harbor;
- Downtown Redevelopment;
- Oceanside Municipal Airport;
- Transportation Systems and Thoroughfares; and
- Public Educational Facilities.

It is emphasized that each public facility system has been consistently and thoroughly analyzed within this Element of the Oceanside General Plan. However, the systems identified within the "Secondary Level of Analysis" listing have been the subject of separate detailed programming efforts. Therefore, the purpose of this specific analysis is to incorporate the most currently available facilities programming data for these systems into this overall Community Facilities Element.

In addition to the analysis, this report presents a discussion of system objectives, policies and standards to be utilized by the City of Oceanside for programming its primary public facilities. By comparing these policies and standards to projected growth in the City, a more accurate assessment of future facility needs is thereby formulated. In this regard, projected population growth and associated occupied housing units have been calculated to the Year 2010, consistent with the adopted Series 7 forecasts prepared by SANDAG.

Finally, this element of the Oceanside General Plan presents a "Composite Improvement Plan and Program for Community Facilities" through the Year 2010 to serve projected land use development in Oceanside. This plan is also translated into annualized Capital Improvement Program cost analyses, expressed in current and constant 1988 dollars.

The next section of this report summarizes key objectives, policy statements and standards which have been derived from the technical inventory and analysis conducted within the CFE. Therefore, this section presents a summary of the public policy recommendations included within this element of the Oceanside General Plan.

COMMUNITY FACILITIES MANAGEMENT

OBJECTIVE:

To ensure that adequate public facilities and services are provided to serve existing and future residential, commercial and industrial development throughout the City of Oceanside.

POLICIES:

0.1 Compact and sequenced infill community development shall be encouraged in order to concentrate expenditures for community facilities and services in a cost effective manner.

0.2 A thorough review of all social, economic and environmental factors shall be conducted before major extensions of facilities or services are made by the City in order to evaluate land use impacts.

0.3 The City shall strive to manage community growth so that public facilities and services to current residents of the community will not be adversely impacted by new development.

0.4 Community growth shall be managed in order that new residents who pay impact fees for new public facilities and services will benefit from those facilities and services within a reasonable period of time after paying the fees.

0.5 The City shall strive to achieve a steady rate of residential growth each year, and avoid a fluctuating or overly rapid rate of growth so that public facilities and services can be effectively phased in a manner that will not overextend existing facilities and services.

0.6 The City shall strive to establish control over the quality, distribution and rate of growth of the city in order to:

a) preserve the character of the community;
b) protect the open space of the City;
c) protect the quality of life in the City;
d) ensure the adequacy of municipal facilities, libraries, school facilities, and park and recreation facilities and services;

e) ensure a balance of housing types and values in the City which will accommodate a variety of families, including families of low and moderate income;

f) ensure the balanced development of the City;

g) prevent further significant deterioration in the local air quality;

h) ensure that traffic demands do not exceed the capacity of the streets;

i) ensure that the character of the City's semi-rural or rustic neighborhoods is preserved;

j) ensure that the City does not grow in a manner that places a severe strain on the local freeway system;

k) ensure the adequacy of fire and police protection;

l) ensure adequate water and sanitary sewage systems; and

m) ensure adequate stormwater management systems.

0.7 Capital improvement impact fees shall be collected at the time a building permit is issued and shall be based on the proportionate share of the costs of capital improvement needs represented by the proposed development.

0.8 The City shall schedule a systematic review and update of the Community Facilities element every two years, and shall coordinate this effort with the annual capital Improvement Programming and Budget Process.

PARKS AND RECREATION FACILITIES

OBJECTIVE:

To enrich the quality of life for all residents of Oceanside by providing adequate and accessible public park and recreation facilities, by providing constructive leisure opportunities and by providing recreational experiences and programs that contribute to the total health of the individual while meeting the overall needs and desires of the community.

POLICIES:

1.1 The objectives and policies of the Park and Recreation Master Plan (1987) for the City of Oceanside shall guide the acquisition and development of parks and recreation facilities in the City of Oceanside and shall be supplemented and modified by the following policies.

1.2 The City of Oceanside shall assist in the coordinated planning, development and maintenance of unique regional amenities within and adjacent to the community. These amenities include: Guajome Regional Park; the Oceanside Public Beach Area; the proposed greenway and bikeway along the San Luis Rey Corridor; and the Buena Vista Lagoon. This regional recreational and open space amenity system shall be planned, developed and implemented in coordination with the existing system of parks throughout the City of Oceanside.

1.3 The City of Oceanside shall combine its park designation categories of Neighborhood, Community, and Special Use Parks into a single "Community Park" designation and shall strive to provide 5.0 acres of developed "Community Parks" per 1,000 residents within the City.

1.4 The City of Oceanside shall undertake a systematic annual park development program and shall strive to correct existing deficiencies in the system by Fiscal Year 1998-99. The average annual rate of development needed to achieve this policy is estimated at 6.0 acres of developed park land per year.

1.5 The City of Oceanside shall also undertake a parks acquisition and improvement program to accommodate future growth needs and shall strive to acquire and develop an average annual program of approximately 14.0 acres per year through Fiscal Year 2009-10 to serve new development.

1.6 Sites being considered for development as new active "Community" parks should meet all of the following standards:

a) The topography and land configuration should be suitable to accommodate the park's proposed uses. A minimum of 65% of the park land area should be useable for active recreation;

b) Sites should have or be able to achieve safe pedestrian and bicycle access;

c) Sites should be visible from the street in order to enhance enjoyment of the park by people driving by and to facilitate security surveillance;

d) Noise generated by park use should be mitigated to avoid disturbing adjacent residents;

e) Lighting should be designed to limit impacts on adjacent residents;

f) Parks should be buffered from adjacent residences through the use of fences, landscaping, berms or other treatments, in order to prohibit undesired access to private property; and

g) "Community Parks" located in residential neighborhoods should have at least one access point on a Collector road. Whenever possible, these facilities should be located adjacent to public schools.

LIBRARY FACILITIES

OBJECTIVE:

To provide and maintain adequate public library facilities, staffing, inventory of items and volumes, and related services for all residents of the City of Oceanside, within the State of California published guidelines of California Libraries in the 1980's: Strategies for Service as feasible.

POLICIES:

2.1 The City of Oceanside, through the Oceanside Public Library Board of Trustees shall make all reasonable efforts to provide and maintain the following library facilities and service standards within the City:

a) Library Facilities floor area of 0.55 square feet per resident of the City of Oceanside;

b) Accessibility for all Oceanside residents to a public library facility within ten (10) minutes in driving time or two (2) miles in distance, whichever is greater;

c) A ratio of three (3) public library staff, consisting of one librarian plus two clerical staff, per 6,000 residents of the City of Oceanside; and

d) A ratio of total items in the Oceanside library inventory of 3.0 items per resident of Oceanside.

2.2 The Oceanside Public Library Board of Trustees shall continue to participate in system and networking activities which enable it, in cooperation with other libraries such as Carlsbad City Library and the

San Diego county branches, to provide adequate public library facilities and services to all residents of Oceanside.

2.3 The City of Oceanside shall undertake a systematic capital improvements program for the construction of new and expanded library facilities in order to supplement and complement facilities and services provided at the Main Library within the Civic Center in the Downtown Area. This program shall include:

a) Construction of a new Branch Library to serve the eastern San Luis Rey Valley;

b) Construction of a new Tri-City Branch Library; and

c) Designation of the Downtown Library as the Main Library facility.

This facilities construction program shall be targeted for completion by Fiscal Year 1994-95. The feasibility of completion by this target date depends on future community growth and the availability of financing sources.

2.4 The Oceanside Public Library Board of Trustees shall continue to concentrate its resources on improving and maintaining adequate staffing, inventory of items and volumes, and community library services and programs for all residents of Oceanside. These factors should be thoroughly reviewed every three (3) years according to the previously stated facilities and service standards.

2.5 Future libraries should be conveniently accessible to pedestrians, automobiles, and public transit. Locations where large numbers of potential users gather should be considered desirable sites. If possible, these facilities should be combined with other public facilities, parks, shopping centers, or other activity centers in order to encourage the community facilities campus concept.

2.6 Library programs should be available to all members of the community and should include services for those who cannot conveniently access a library.

FIRE DEPARTMENT FACILITIES

OBJECTIVE:

To protect the health, safety and welfare of Oceanside residents and property through the provision of adequate fire protection and emergency medical services to all residences, businesses and public facilities within the City; to identify and mitigate potential hazards to the community; and to prepare for, respond to and aid in the recovery from emergencies related to fire, explosion, hazardous materials, rescue and medical problems as well as natural disasters such as earthquakes, floods and storms.

POLICIES:

3.1 The City of Oceanside shall strive to provide adequate Fire Department facilities through the achievement of the following facilities and services standards:

a) A five (5) minute response time from fire stations to all developed areas within the City of Oceanside;

b) Personnel staffing at a minimum of four (4) people per company;

c) City maintained staffing levels adequate to achieve a locally desirable Insurance Service Office (ISO) rating; and

d) A maximum response time for paramedic units of eight (8) minutes in urban areas and fifteen (15) minutes in rural areas.

3.2 Implementation of the proposed Emergency Vehicle Traffic Signal Activation System (OPTICOM) shall be expedited in order to improve fire station service area coverage in conjunction with planned improvements to the City's major thoroughfare system.

3.3 The City of Oceanside shall cooperate with the cities and fire protection agencies in North San Diego County in planning, developing and maintaining a proposed Regional Training Center and Fire Communication Center.

3.4 Automatic and Mutual Aid Agreements with the cities of Carlsbad and Vista shall be maintained, if possible, in order to provide adequate fire station service area coverage and response times to all portions of the City of Oceanside.

3.5 Close coordination shall be maintained between planned improvements to the Circulation System within the City of Oceanside and the location of future fire stations, in order to assure adequate levels of service and response times to all areas of the community along existing and future arterials, collectors and local streets.

3.6 The City of Oceanside shall strive to undertake a systematic capital improvements program for Fire Department Facilities in order that a total of eight (8) fire stations and one (1) Regional Training Center may service the community by Fiscal Year 1994-95.

3.7 Future fire station sites and facilities shall be closely coordinated with existing and planned public parks, libraries, police substations and other activity centers in order to encourage implementation of the community facilities campus concept.

3.8 The City shall maintain a high standard for the delivery of fire protection and emergency medical services, including a commitment to the use of state-of-the-art equipment and management techniques.

3.9 The City shall formally adopt the concept of Needed Fire Flow to plan its fire suppression operations. (Needed Fire Flow is the water flow rate needed to control a fire in a building or structure. Factors determining the Needed Fire Flow are size of the building or structure, type of construction according to the Uniform Building Code, use or occupancy of the building or structure, and proximity to property lines, other structures and/or hazards.)

3.10 In order to minimize fire hazards, the Oceanside Fire Department shall be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire Flow requirements.

3.11 Development proposals within designated high fire hazard areas shall include plans for mitigation of potential grass and brush fires. These plans shall address the need for life safety automatic fire sprinkler systems, water availability, secondary emergency access routes, construction requirements, and landscaping around structures.

3.12 The City shall participate in the California Disaster and Civil Defense Master Mutual Aid Agreement, the San Diego County Mutual Aid Agreement and Operational Plan for Fire Departments, and the Unified San Diego County Emergency Services Agreement. In addition to these mutual aid agreements, the City shall continue to pursue Automatic Aid Agreements with adjacent jurisdictions, when such agreements provide substantially equal benefits to each jurisdiction involved.

3.13 The City of Oceanside shall provide paramedic-level emergency medical service (Advanced Life Support Service) utilizing fire-fighter/paramedics.

3.14 The City of Oceanside shall conduct an objective and thorough management and staffing analysis for the Fire Department, similar in scope to the one completed for the Police Department.

POLICE FACILITIES

OBJECTIVE:

To maintain law and order within the community and to create and sustain a personal sense of safety and security among Oceanside residents, businesses and visitors through the provision of adequate law enforcement services, personnel and facilities.

POLICIES:

4.1 The City of Oceanside shall strive to correct existing organizational, personnel and facilities deficiencies as identified within the 1988 management analysis of the Police Department, with emphasis on appropriate staffing increases and improvements in productivity.

4.2 The City shall undertake a systematic capital facilities construction program in order to provide adequate facilities which complement or replace the existing Central Facility and strive to correct existing deficiencies and provide sufficient work space for existing and future Police Department personnel.

4.3 The City of Oceanside Police Department shall strive to provide a maximum response time of five (5) minutes for all Priority I and II emergency service calls.

4.4 The Police Department shall strive to provide sworn officers with 45% of uncommitted patrol time for special policing activities.

4.5 The new Clerk's Record Storage Center shall be implemented as a joint use facility with future Police Department facilities, as specified in the space needs analysis.

4.6 The City shall undertake a short-term capital improvements program for Police Department facilities which will strive to correct existing deficiencies, as quantified in the space needs analysis.

4.7 The Career Criminal Apprehension Program (CCAP) shall continue to be fully supported by the City of Oceanside.

4.8 The City shall maintain a high standard for the delivery of law enforcement services, including a commitment to the use of state-of-the-art equipment and management techniques.

4.9 Police operations, including proactive and reactive law enforcement and administrative efforts, shall be expanded as the City's population grows, and the City shall evaluate the quality of police services on an annual basis. This evaluation shall focus on staffing and facilities, including assessing the need for additional police substations relative to changing conditions within the City.

4.10 The City shall maintain its efforts to educate the public about crime deterrence through programs like the Neighborhood Watch Program within residential neighborhoods and the Business Watch Program within commercial and industrial areas.

4.11 Future police facilities sites shall be closely coordinated with existing and planned public parks, libraries, fire stations and other activity centers in order to encourage the implementation of a community facilities campus concept.

WATER AND SEWER SYSTEMS

OBJECTIVE:

To provide an adequate water supply, storage and distribution system, and an adequate sanitary sewage collection and treatment system to serve Oceanside's existing and future growth requirements in an efficient and cost effective manner, while encouraging a more compact and sequenced development pattern through the phased extension of water and sewer systems and while meeting all Federal and State mandated programs.

SANITARY SEWER POLICIES:

5.1 The City shall undertake a program to systematically expand wastewater treatment plant capacities in a manner consistent with the growth projections of the adopted General Plan by:

a) Accomodating an additional one million gallons of flow in the La Salina wastewater service area over present design capacity; and

b) Increasing the San Luis Rey Wastewater Treatment Plant capacity from 10.5 MGD to 24.0 MGD.

5.2 Within the La Salina Wastewater Service Area, the City of Oceanside shall systematically replace inadequate wastewater lines and construct new mains, force mains and lift stations as required to adequately serve existing needs and future growth within the service area.

5.3 Within the San Luis Rey Wastewater Service Area, the City shall construct adequate sewer mains and lift stations as required to meet existing needs and future growth requirements and will increase the capacity of the Oceanside outfall line by constructing a parallel line to serve the future needs of the community.

5.4 New development shall be responsible for on-site sewer facility improvements required by that development.

5.5 The sanitary sewer system shall be designed to allow for full development of each service area at the intensity proposed by the Land Use Element of the General Plan.

5.6 The City of Oceanside shall construct a sludge composting facility adjacent to the San Luis Rey Wastewater Treatment Plant, with the target date for operation within Fiscal Year 1992-1993. This facility will reduce or eliminate the need for landfill disposal facilities for sludge in Oceanside.

WATER SUPPLY POLICIES:

5.7 The City shall undertake an Emergency Water Storage expansion program adequate to serve existing needs and shall further expand this capacity in a manner which is consistent with growth projections of the adopted General Plan.

5.8 Oceanside shall undertake an expansion program for the existing Water Filter Plant in order to adequately serve future growth requirements of the community.

5.9 Throughout the community, the City shall systematically expand water storage capacities and service line distribution systems to keep pace with growth projections of the adopted General Plan.

5.10 New development in unserved areas shall be approved only with assurance that required supply, storage facilities and distribution systems shall be provided prior to occupancy.

5.11 New development shall be responsible for on-site water facility improvements required by that development.

5.12 The water supply and distribution system shall be designed to allow for development of each service area at the intensity proposed by the Land Use Element of the General Plan.

5.13 The City shall encourage water conservation techniques and programs and shall educate the community about the importance of these efforts.

5.14 The City will develop full water reclamation facilities to serve both new and existing development.

STORMWATER MANAGEMENT SYSTEM

OBJECTIVE:

To provide adequate stormwater management facilities and services for the entire community in a timely and cost effective manner, while mitigating the environmental impacts of construction of the storm drainage system as well as stormwater runoff.

POLICIES:

6.1 The Master Drainage Plan for the City of Oceanside shall establish standards for City-wide drainage. Within each major water course addressed by the Plan, the City and/or developers shall assure that adequate drainage improvements and facilities are provided to handle runoff when the drainage basin is fully developed to the intensity proposed by the Land Use Element of the General Plan.

6.2 All new development in the City of Oceanside shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the drainage basin where the new development is located.

6.3 The City shall continue to participate in the National Flood Insurance Program. Any development application for construction within the 100-year floodplain shall be reviewed to ensure that the project complies with flood protection measures required by the National Flood Insurance Program. For existing developed areas within the 100-year floodplain, these same measures and standards shall be applied if City approval of substantial improvements or upgrades is sought.

6.4 To the degree that it is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainageways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilize land areas, should be considered as an alternative to constructing concrete channels where feasible.

6.5 The City shall locate and/or design new critical facilities to minimize potential flood damage from the 100-year flood. Such facilities include those that provide emergency response (hospitals, fire stations, police stations, civil defense headquarters, utility lines, ambulance services, and sewage treatment plants). Such facilities also include those that do not provide emergency response but attract large numbers of people, such as schools, theaters, and other public assembly facilities.

6.6 The City shall maintain public flood control channels and storm drains through dredging, repair, desilting, and clearing as needed to prevent any loss in effective use.

6.7 The City shall require appropriate and sufficient screening, fencing, landscaping, open space setbacks or other permanent mitigation or buffering measures between drainageway corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize, to the maximum extent possible, negative impacts to adjacent surrounding land uses from the particular drainageway corridor.

6.8 The City of Oceanside shall integrate required drainageway planning efforts with linear open space amenities and trail corridors throughout the community, while addressing the issues of life safety, attractive nuisances and long term maintenance responsibility and costs.

6.9 The City shall comply with the sections of the Federal Clean Water Act in regard to stormwater drainage.

CIVIC CENTER

OBJECTIVE:

To construct, maintain and expand as necessary the Civic Center facility as the central focus of overall City administrative, library and Harbor District administration functions within the Downtown Redevelopment Area of Oceanside.

POLICIES:

7.1 The City shall select a complementary site for Fire Station No. 1, in general proximity to the Civic Center, and construct a replacement/ expansion facility.

7.2 The rehabilitation and adaptive reuse of historic City buildings, located on Third and Nevada Streets, shall be accomplished in a manner which is compatible and consistent with the overall design of the Civic Center complex.

7.3 The City of Oceanside shall strive to systematically implement the recommended facility standards of the (1983) Civic Center Space Needs Study for municipal administrative office space in order to adequately serve the future growth of the community.

MUNICIPAL FACILITIES YARD

OBJECTIVE:

To construct, maintain and expand as necessary the Municipal Facilities Yard as the central facility for maintenance operations, Public Services, and Water Utilities in Oceanside.

POLICIES:

8.1 The City of Oceanside shall strive to implement the master plan for the new Municipal Facilities Yard, in order to consolidate all City maintenance operations, Public Services, Water Utilities and associated maintenance facilities, as recommended in the Facilities Design Criteria Manual, and to replace all outlying City office and maintenance space and create a Central Purchasing Warehouse facility.

8.2 The City of Oceanside shall strive to target the completion and occupancy of the new Municipal Facilities Yard by Fiscal Year 1992-93 in order to adequately serve existing needs as well as future growth in the community.

OCEANSIDE SMALL CRAFT HARBOR

OBJECTIVE:

To encourage the long-term viability and improvement of the Oceanside Small Craft Harbor facility as a unique community resource, consistent with the overall policies and improvement plans of the City of Oceanside.

POLICIES:

9.1 The Oceanside Small Craft Harbor District shall continue to maintain and improve the site as a high quality regional recreational boating center, a transient boat stop-over point, and a major patrol, search and rescue base.

9.2 The Harbor District shall improve the attractiveness of the Harbor for both tourists and local residents, and shall encourage potential investors in Harbor development projects and businesses.

9.3 The Harbor District shall effectively update, keep current, implement and enforce the Small Craft Harbor Precise Plan and Design Guidelines which were prepared as implementation devices for short-range and long-range plans.

9.4 The Harbor District shall continue to address deficiencies in off-street parking facilities provided within the area, as well as traffic flow and street capacity deficiencies. In this regard, coordination shall be maintained with proposed improvements within the Circulation System of the City of Oceanside.

9.5 The Harbor District shall continue to implement measures to provide additional boat slips.

9.6 The Harbor District shall correct problems of shoaling and wave surge associated with the Oceanside Harbor.

9.7 The Harbor District shall strive to implement a short-range capital improvement program targeted toward dock replacedment, improvements to service buildings and water line replacement.

DOWNTOWN REDEVELOPMENT AREA

OBJECTIVE:

To promote the long-term viability and revitalization of the Redevelopment Area, consistent with the overall policies and improvement plans of the City of Oceanside.

POLICIES:

10.1 The revitalization of the Downtown Redevelopment Project Area shall continue to be guided by the Redevelopment Plan. This plan shall be implemented by the Oceanside Community Development Commission, consistent with City policy, the Local Coastal Plan, the Zoning Ordinance and the General Plan.

10.2 The City shall encourage continued private redevelopment and reinvestment within the Downtown Redevelopment Area, in response to major public investment already completed, under construction or committed.

10.3 The Downtown Redevelopment Area Plan shall further emphasize the positive linkage of the Oceanside Public Beach Area with the San Luis Rey Open Space Corridor and the Buena Vista Lagoon and Nature Center.

OCEANSIDE MUNICIPAL AIRPORT

OBJECTIVE:

To plan for and implement the long-term improvement and maintenance of the Oceanside Municipal Airport as a public General Aviation facility which is adequate to serve area residents in a manner consistent with the overall policies and improvement plans of the City of Oceanside.

POLICIES:

11.1 The Oceanside Municipal Airport shall continue to provide quality facilities and services to the General Aviation users residing in the Oceanside area.

11.2 The Oceanside Airport shall continue to provide facilities for General Aviation aircraft based at the Airport.

11.3 The Oceanside Airport facilities shall continue to provide the necessary support for the "Life Flight" program. This shall include the continuation of the established procedure to provide accessible entry for paramedics on a continual basis.

11.4 The City of Oceanside shall strive to acquire the necessary property at the east and west ends of the Airport for adequate Clear Zone protection.

11.5 The City shall promote a positive image of the Airport and the community as a whole through preparation of development standards which stress quality building and landscape design features.

CIRCULATION SYSTEM

OBJECTIVE:

To provide for a balanced and adequate circulation system which incorporates all modes of transportation for the safe and efficient movement of people and goods within and through the City of Oceanside.

POLICIES:

12.1 The objectives and policies of the Circulation Element shall guide the continued development of the vehicular circulation system in the City of Oceanside and shall be supplemented and modified by the following policies.

12.2 The City of Oceanside shall continue to address the correction of current deficiencies within the primary circulation system which presently result in congestion problems.

12.3 The City shall set a goal of Level of Service "C" on street segments with a corresponding Level of Service "D" at intersections during AM and PM peak periods in new, urbanized areas of Oceanside. In older and more

densely developed areas of the community, generally west of Interstate Highway 5, it may not always be possible to achieve these levels of service due to existing patterns of development.

12.4 The City of Oceanside shall strive to continue constructing Prime Arterial, Major Arterial and Secondary Arterial Systems throughout the community on a systematic basis which is consistent with the growth projections of the adopted General Plan.

12.5 Private land developers will continue to be responsible for constructing adjacent and internal Arterial Streets, Collector Streets and Local Streets necessary to provide access and internal service to their subdivisions in a manner consistent with City standards. Developers will be required to contribute to and correct off-site impacts for local streets, collectors and arterials to insure and maintain a smooth, functional and safe circulation system.

12.6 The City of Oceanside shall continue to cooperate with the Regional Transportation Center and expansion plans, in order to encourage the use of train, bus and other alternative forms of transportation. Also, the City shall support the future construction of a commuter rail service line along Interstate Highway 5 south to downtown San Diego and along the existing rail corridor from Oceanside to Escondido, consistent with the North County Transit District's plans for stations, park and ride facilities and site development along this corridor.

12.7 The City shall encourage the comprehensive development of on- and off-street bicycle routes throughout the community. This shall include the provision of bicycle-bus stop locations and bicycle parking lockers at Park and Ride areas.

12.8 The City shall encourage the comprehensive development of pedestrian sidewalks, pathways and trails throughout the community.

12.9 The City shall implement Transportation System Management (TSM) and Transportation Demand Management (TDM) techniques to: 1) mitigate peak period congestion and delay conditions to the degree economically and functionally feasible; and 2) minimize disruption and dislocation of existing land use activities and residents.

PUBLIC EDUCATIONAL FACILITIES

OBJECTIVE:

To coordinate City facilities with existing and planned public educational facilities in order to encourage the effective joint utilization of school-park sites and facilities as well as other community activity centers and corridors.

POLICIES:

13.1 The City of Oceanside shall continue to coordinate with the Oceanside, Carlsbad Unified, Vista Unified, Bonsall Elementary and Fallbrook High School Districts in order that adequate access, utilities, fire protection, police protection and other City services will continue to serve all public educational facilities within the City.

13.2 Each school district should submit facility construction plans for each new school site to the City for review in order to help assure that the above services and facilities can be adequately provided by the City.

13.3 The School Districts shall be involved in the General Plan updating and revision process in order to provide input to the City relative to the probable impacts of Plan changes on the siting of new school facilities.

13.4 The City of Oceanside shall continue to monitor the master planning efforts of each School District within the community in order to coordinate with the site selection process for school facilities, and to the extent that such master plans identify general and/or specific school sites, the City shall reflect such siting on the appropriate land use and/or zoning documents of the City.

13.5 The concept of joint Park-School sites shall be strongly encouraged by the City of Oceanside, including the provision of open space/trail linkages between school-park sites and residential neighborhoods as a means to implement joint use of public facilities and to reinforce the concepts of community facilities campuses and open space corridors throughout the City.

13.6 In order to foster cooperation between the City and the School Districts, the City shall continue to refer residential development applications to School Districts so that they may be aware of potential changes in

enrollment and can review such applications in light of their long-range master plans. Also, the School Districts should review proposed residential development plans in light of their long-range facilities plans, relative to the suitability of sites for school facilities. If the involved School District determines that a parcel would be appropriate for a school in accordance with the following policies, opportunities to reserve the site shall be considered and explored with the owner and the School District.

13.7 The City of Oceanside supports the recommended standards that future elementary and junior high/middle schools should be centrally located within or adjacent to residential neighborhoods. Preferred sites should be:

a) Relatively level, preferably less than 10% slope, and involve minimal grading;

b) Ideally outside the 100-year floodplain (in all cases, school buildings should be sited outside the 100-year floodplain);

c) Over 400 feet from high voltage power transmission lines;

d) Located to minimize the number of students who will have to cross a major road to reach it;

e) Located to have direct access to an existing or planned Collector street, as well as direct or indirect access to a secondary road; and

f) Conveniently and safely accessible by pedestrians and bicyclists.

13.8 The City of Oceanside recommends that future high schools should be located on relatively level terrain and avoid hazards. Access should be provided directly onto a Collector street as well as directly or indirectly to a secondary road. Sites need not be limited to residential areas.

13.9 The City of Oceanside recommends that land for new school facilities shall accommodate the following minimum space requirements:

a) Elementary schools - ten (10) acres (twelve (12) acres desired);

b) Middle schools - twenty (20) acres (twenty-five (25) acres desired); and

c) High schools - forty (40) acres (forty-five (45) acres desired).

COMMUNITY FACILITIES FINANCING

OBJECTIVE:

To provide financing for the orderly and planned construction of adequate public facilities to serve existing and future development in the City of Oceanside.

POLICIES:

14.1 All new development shall pay its proportionate share of the costs of the public facilities necessitated by that development through payment of impact fees for roads, parks and recreation, stormwater management, police service, fire protection and emergency services, city administrative space and city corporation yard, and library services, and payment of connection fees for water and wastewater service.

14.2 Impact fees shall be used to provide benefit to new development and shall not be used to correct existing facility deficiencies or for maintenance of existing facilities.

14.3 All impact fees shall be reviewed annually and adjusted, if necessary, to reflect current capital improvements programming and facility costs.

14.4 The City of Oceanside shall strive to correct existing capital facility deficiencies in an orderly and cost-effective manner as made possible by the availability of funding.

14.5 To fund the correction of existing deficiencies, the City of Oceanside shall evaluate all legally available sources including State and Federal grants and the establishment of special assessment districts, Mello-Roos Community Facility Special Tax Districts, special taxes for police and fire services under Government Code § 53978, and capacity charges for water and sewer service.

14.6 Implementation of many of the available financing options for the correction of existing deficiencies and improving the level of service to existing development depends upon the support of existing residents of the City of Oceanside.

14.7 Funding of projects to correct existing public facility deficiencies shall be a priority of the City of Oceanside and shall be implemented as made possible by the availability of funds.

SUMMARY OF IMPROVEMENT PLAN AND PROGRAM

The following table and composite map briefly summarize the overall direction and intent of the Community Facilities Element relative to facilities improvement projects which relate to the previously stated objectives and policies.

This "Executive Summary" document represents the General Plan element requiring public review and approval by the City of Oceanside. A separate Technical Appendix document of the CFE further details the project planning and programming aspects summarized within this "Executive Summary," and is to be utilized as an internal source of data and facilities information. Further, it is the intent and purpose of this Community Facilities Element to form a sound and consistent policy framework to guide the Capital Improvement Programming process in a manner which is compatible with the General Plan and with the overall growth management policies of the City of Oceanside.

PROPOSED COMPOSITE COMMUNITY FACILITIES DEVELOPMENT PROGRAM FOR THE CITY OF OCEANSIDE, CALIFORNIA

	Deficiency Correction	New Growth	'88-'89 Year 1	'89-'90 Year 2	'90-'91 Year 3	'91-'92 Year 4	'92-93 Year 5	'93-94 Year 6	'94-'95 Year 7	'95-'96 Year 8	'96-'97 Year 9	'97-'98 Year 10
Parks and Recreation	18.0%	82.0%	$9,399,200	$2,248,800	$3,515,900	$1,688,800	$1,011,900	$1,016,100	$1,222,500	$1,286,100	$1,042,300	$1,158,900
Libraries	60.0%	40.0%	$3,000,000	—	$748,300	$2,314,300	—	—	$6,734,500	—	—	—
Fire Protection	64.0%	36.0%	$1,724,000	$2,175,000	-0-	$3,391,000	$2,300,000	$2,300,000	$2,300,000	—	—	—
Police Protection	56.0%	44.0%	$175,000	$2,769,600	$12,355,400	—	—	—	—	—	—	—
Water Supply System	38.1%	61.9%	$9,585,600	$9,585,600	$9,585,600	$9,585,600	$9,585,600	$9,585,600	$9,585,600	$9,585,600	$9,585,600	$9,585,600
Sanitary Sewer System	6.8%	93.2%	$4,404,800	$4,404,800	$4,404,800	$4,404,800	$4,404,800	$4,4044,00	$4,404,800	$4,404,800	$4,404,800	$4,404,800
Stormwater Management	39.8%	60.2%	$8,670,100	$2,960,500	$4,657,000	$2,349,000	$2,349,000	$2,349,000	$2,349,000	$2,349,000	$2,349,000	$2,349,000
Civic Center	63.5%	36.5%	$25,000,000	—	—	—	—	—	—	—	—	—
Corporation Yard	63.5%	36.5%	—	$800,000	$9,200,000	—	—	—	—	—	—	—
Small Craft Harbor	63.5%	36.5%	$330,000	$1,001,300	$440,500	-$575,300	-$456,800	-$304,000	—	—	—	—
Downtown Redevelopment	95.0%	5.0%	$1,699,000	—	—	—	—	—	—	—	—	—
Municipal Airport	63.5%	36.5%	$450,000	$476,000	$150,000	-0-	$912,000	$2,000,000	$74,000	—	—	—
Transportation												
-Arterials	N/A	N/A	$15,623,300	$15,623,300	$15,623,300	$15,623,300	$15,623,300	$15,623,300	$15,623,300	$15,623,300	N/A	N/A
-Collectors/Local	0.0%	100.0%	$30,392,800	$30,392,800	$30,392,800	$30,392,800	$30,392,800	$30,392,800	$30,392,800	$30,392,800	N/A	N/A

	Deficiency Correction	New Growth	'98-'99 Year 11	'99-2000 Year 12	'2001-2005 Year 13-17	'2006-'2010 Year 18-22	Total Cost	Subtotals/Allocations Deficiency	New Growth
Parks and Recreations	18.0%	82.0%	$1,158,900	$734,900	$4,099,600 ($819,920/yr.)	$4,012,900 ($802,580/yr.)	$33,596,800	$6,047,400	$27,549,400
Libraries	60.0%	40.0%	—	—	—	—	$12,797,100	$7,678,300	$5,118,800
Fire Protection	64.0%	36.0%	—	—	—	—	$14,190,000	$9,081,600	$5,108,400
Police Protection	56.0%	44.0%	—	—	—	—	$15,300,000	$8,568,000	$6,732,000
Water Supply System	38.1%	61.9%	$4,070,600	$4,070,600	$20,353,000 ($2,035,300/yr.)	$20,353,000 ($2,035,300/yr.)	$144,703,000	$55,150,00	$89,553,000
Sanitary Sewer System	6.8%	93.2%	$3,828,400	$3,828,400	$16,260,000 ($1,626,000/yr.)	$16,260,000 ($1,626,000/yr.)	$84,225,400	$5,764,000	$78,461,400
Stormwater Management	39.8%	60.2%	$2,349,000	$2,349,000	N/A	N/A	$37,428,600	$14,907,500	$22,521,100
Civic Center	63.5%	36.5%	—	—	—	—	$25,000,000	$15,875,000	$9,125,000
Corporation Yard	63.5%	36.5%	—	—	—	—	$10,000,000	$6,350,000	$3,650,000
Small Craft Harbor	63.5%	36.5%	—	—	—	—	$3,107,900	$1,973,500	$1,134,400
Downtown Redevelopment	95.0%	5.0%	—	—	—	—	$1,699,000	$1,614,000	$85,000
Municipal Airport	63.5%	36.5%	—	—	—	—	$4,062,000	$2,579,400	$1,482,600
Transportation									
-Arterials	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
-Collectors/Local	0.0%	100.0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A

NOTE: All costs are expressed in current and constant 1988 dollars, as derived from programming inputs and unit cost data provided by the City of Oceanside.

Source: Freilich, Stone, Leitner and Carlisle; March, 1989.

OCEANSIDE

COMMUNITY FACILITIES ELEMENT

North

STREET CLASSIFICATIONS

- Freeway
- Expressway
- Prime Arterial
- (6) Major Arterial (6 Lanes)
- (4) Major Arterial (4 Lanes)
- Secondary Arterial
- Collector
- Interchange
- Overpass

CIVIC AND REGIONAL FACILITIES

- Civic Center & Main Library
- Small Craft Harbor
- Municipal Airport
- Oceanside Transit Center

PUBLIC SCHOOLS

- E Elementary Schools
- M Middle Schools
- H High Schools

PARKS & RECREATION FACILITIES

- * Neighborhood, Community & Special Use Parks
- Regional Open Space Parks

OTHER CIVIC AND REGIONAL FACILITIES

- B Branch Library
- P Police Headquarters
- F Fire Station
- FT Fire Training Facility

NOTE: All the above facilities include existing and proposed facilities.

PUBLIC SAFETY ELEMENT

CITY OF OCEANSIDE, CALIFORNIA

This Element meets all criteria for the State-mandated Seismic Safety and Safety Elements

Prepared by:

Planning Department
City of Oceanside
May, 1975

Approved by:

Planning Commission
City of Oceanside
Resolution No. 75-P27
June 2, 1975

Adopted by:

City Council
City of Oceanside
Resolution No. 75-110
September 9, 1975

Ralph T. Favia
Planning Director

City Hall
704 Third Street
Telephone: 722-8271

Oceanside, California 92054

May 14, 1975

Honorable Mayor and City Council
Chairman and Members of the
Planning Commission

SUBJECT: Public Safety Element - Amendment to the General Plan

Gentlemen:

It is with pleasure that we transmit to you for your approval the Public Safety Element to the General Plan of the City of Oceanside. The report consolidates into one document the requirements of both the Seismic Safety Element and the Safety Element, which elements are mandated by the State of California of all cities in the State.

The effect of these elements is to require cities to take seismic hazards into account in their planning programs and to introduce safety considerations in the planning process. The basic objectives of these requirements are to reduce loss of life, injury, damage to property, and economic and social dislocation that may result from future earthquakes, fire, and dangerous geological occurrences.

The report was prepared by the staff of the Planning Department with the assistance and cooperation of City staff and department heads.

Respectfully submitted,

Ralph T. Favia

RALPH T. FAVIA
Planning Director

RTF:pc

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Introduction

Oceanside, like many other urban centers in California, is subject to certain potential hazards, such as earthquakes, fire, and flooding, the severity of which has a direct bearing upon the quality of life enjoyed by the City's residents. This severity is often directly proportional to the intensity and density of urban development and the proximity of the development to the hazard source. In many cases, however, corrective and preventive measures taken by the City and individual citizens can do much to eliminate or reduce the risk involved.

It is the purpose of the Public Safety Element of the General Plan to identify these hazards, and develop appropriate mitigation measures which can and should be integrated into the planning and decision-making processes of the City. Knowledge of the existing hazards and consideration of possible corrective action can do much to reduce life loss, injuries and property damage resulting from natural causes and man-made occurrences.

AUTHORITY

The State of California, in 1971, adopted legislation requiring a Safety and a Seismic Safety Element to the General Plan for all cities and counties. This legislation is found in Government Code Sections 65302(f) and 65302.1 as follows:

> A Seismic Safety Element consisting of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to the effects of seismically induced waves such as tsunamis and seiches.
>
> The Seismic Safety Element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with

other hazards such as possible surface ruptures from faulting, ground shaking, ground failure, and seismically induced waves.

A Safety Element for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazard.

The General Plan Guidelines of the California Council on Intergovernmental Relations notes that there are several similarities and strong dependencies in the requirements of these two elements. For this reason, the Council recommends a single document which addresses the requirements of both elements or, at least, concurrent preparation of the separate documents.

The Oceanside Public Safety Element is the single City policy document which meets all the requirements for both the Safety and Seismic Safety Elements as defined by the State of California.

SCOPE OF THE ELEMENT

This Element is meant to serve as a guide for introducing safety considerations into the planning process in order to reduce loss of life, injuries, damage to property and economic and social dislocation resulting from fire, flooding, and seismic occurrences.

The area of this plan's jurisdiction is the incorporated limits of the City of Oceanside and the sphere of influence as adopted by City Council Resolution 74-139 of June 26, 1974. This area is referred to in the report as the "study area." It is understood that the policies outlined herein cannot be directly applied to those areas outside the present city limits; however, the appropriateness of planning for areas beyond the city boundaries which may significantly affect a city's planning process is recognized by Oceanside and authorized by the State of California, Government Code Section 65300.

The major areas of concern addressed in this report are:

1. Seismic and Geologic Hazards
2. Fire Hazards
3. Flooding Hazard due to dam failure
4. Civil Disaster Preparedness

Each of these hazards is defined, identified and discussed in relation to its severity and probable frequency of occurrence throughout the study area. Various levels of risk are discussed, and maps are included showing those areas of highest risk in the City. Possible mitigation and abatement measures are presented and safety criteria, standards and policies are formulated which represent Oceanside's approach toward consideration of safety factors and implementation of such factors into the City's planning process.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Public Safety Element is one of the group of elements containing information and city policies relating to Environmental Resource Management. Other elements of this group include Open Space, Noise, and Conservation. Because of this close relationship, much of the information contained in these reports, of necessity, is duplicated to some extent in the others. Of particular interest to this element is the discussion on natural flooding in the Open Space and Conservation Elements. Coordination of the information contained in these reports is essential to determining those areas of the City which contain multiple environmental concerns requiring special planning considerations.

The Public Safety Element also contributes to developing land use standards and policies. These criteria will relate type and intensity of use to the level of risk from fire, flooding and seismic hazards, to the effect of development upon that risk, and to the availability of services and facilities to mitigate the hazards. As such, it serves as a direct source of data and city policies for developing land use districts and a circulation system as contained in the Land Use and Circulation Elements.

The findings contained in the Public Safety Element would also have a direct effect on implementation of those specialized land uses and facilities such as public buildings and utilities as outlined in the Education and Recreation Facilities Element and the Utilities Element. Any standards for construction of public housing as might be recommended in the Population and Housing Element should also consider the recommendations of the Public Safety Element.

DETERMINATION OF RISK

To effectively deal with each of the hazards discussed in this report, the City must assess the degree of risk associated with them and then decide if that level of risk is acceptable, morally, socially, and economically. These acceptable levels of risk can be viewed as the "Goals" the City will strive to reach and maintain to insure the public safety.

There is no such thing as a perfectly hazard-free environment. Natural and man-made hazards of some kind and degree are always present. However, efforts can be productively undertaken to try to mitigate the consequences of known hazards - to reduce the level of risk associated with them.

In the context of the Public Safety Element, the problem of risk is one of public policy and the appropriate allocation of public resources to mitigate the identified hazards. The central question is "how safe is safe enough?"

The California Council on Intergovernmental Relations in their General Plan Guidelines defines acceptable risk as "The level of risk below which no specific action by local government is deemed to be necessary." Conversely, unacceptable risk is that "level of risk above which specific action by government is deemed necessary to protect life and property." In economic language, risk can be evaluated in terms of cost-benefit - i.e., at what point do the costs of reducing the risk exceed the actual benefits of the risk reduction? It is the same

question we as individuals or as a family ask in regard to personal home safety, life insurance, etc. "Is the cost of this program, service or device worth the extra protection it provides for me and my family?" Of course, putting a price tag on the public safety is often a difficult decision, subject to a host of social, moral, and ethical considerations.

One way of establishing, or rating, the level of risk associated with fire is the Grading Schedule for Municipal Fire Protection, a grading system used by Insurance Services Office of New York. This system establishes a fire rating for municipalities for insurance purposes. Various elements of the fire protection system, including water supply, personnel training, and equipment levels, are studied, and deficiency points are assigned to determine a city's basic rate or class from 1 to 10. A class 1 rating indicates the lowest risk, class 10 indicates the highest. At the present time, the Oceanside Fire Department strives to maintain a level of fire protection that wi' provide adequate protection to the lives and property of the residents of Oceanside at a reasonable cost. In terms of the fire rating system, they have determined that a class 5 rating constitutes an acceptable level of risk for the City at this time. Additional growth of the City and especially location of additional industry within the City would require a re-evaluation of the acceptable risk level.

Levels of risk for seismic hazards and flooding due to dam failure are much more difficult to determine. As noted later in this report, location and past activity of known fault lines indicates that Oceanside is in a relatively low risk seismic area; however, it is also noted that present earthquake technology is not far enough advanced at this time to be absolutely accurate in its findings and predictions. The risk associated with dam failure, other than faulty construction and sabotage, is directly linked to existing seismic conditions.

Even though lacking the knowledge to predict the frequency and severity of earthquakes which may trigger geologic and flooding disasters, the risk associated with these possible hazards can still be

mitigated to some degree. For example, the risk associated with the failure of Henshaw Dam has been reduced significantly by State action to decrease the capacity of the lake. In like manner, action by the City to prohibit development in the possible inundation area would reduce the risk to life and property to almost zero, if this is the level of risk desired. Similarly, the risk associated with seismic and geologic hazards in general could be significantly reduced by prohibiting building in those areas of the City where known soils conditions are particularly susceptible to geologic failure.

The prohibition of all construction within designated areas of the City, however, is not recommended; nor is it necessarily a sound political or economic policy. Although a near zero level of risk would be attained, it must be balanced against the economic costs of such a policy. Other measures could be taken to mitigate the hazards to some extent which would be more acceptable in terms of the political, social and economic costs involved. One way of determining what this higher level of risk is would be to use a "greatest safety for the greatest number" approach.

As mentioned earlier, the degree of risk is directly related to density of development. Structures and areas serving a large number of people at one time such as theaters and hospitals are particularly susceptible to disaster. Prohibiting the construction of these facilities in areas of high potential hazards and limiting other development to low-density uses, would reduce the risk.

Structures and uses can be grouped into three basic categories reflecting their relative sensitivity to a natural hazard. The type of development allowed in any area would then depend upon the severity of the hazard in that area. The following groupings might serve the purposes of Oceanside in determining acceptable uses in hazardous areas.

Group I: Land Uses Which are Very Sensitive to Risk

Emergency facilities, such as hospitals, medical clinics, fire stations, police stations, post-earthquake aid centers, etc.

Involuntary facilities, such as hospitals, convalescent centers, nursing homes, schools, playgrounds, libraries, museums, prisons, etc.

Voluntary facilities with high occupancy, such as auditoria, theaters, churches, large industrial and commercial centers, large apartments and hotels, etc.

Utility facilities, such as power plants, power transport lines and stations, water supply centers, etc.

Major communication and transportation facilities, such as telephone and telegraph terminals, exchanges and facilities, major highways (including bridges, tunnels, etc.), major airports, railway stations, etc.

Water retention structures, such as dams, reservoirs, etc.

Group II: Land Uses Which are Moderately Sensitive to Risk

Voluntary facilities with low occupancy, such as single residences, small apartments, motels and townhouses, small commercial and industrial offices and shops, small government office buildings, etc.

Minor communication and transportation facilities, such as local access roads, parkways, etc.

Group III: Land Uses Which are Relatively Insensitive to Risk

Voluntary facilities of very low occupancy, such as warehouses, storage areas, etc.

Open spaces, such as parks, golf courses, agricultural land, marshlands, salt ponds, sanitary landfill sites, etc.

GOALS AND OBJECTIVES FOR PUBLIC SAFETY

Goals and Objectives are broad statements of the City's intent to mitigate or eliminate an identified risk. The actual programs to be developed are in the form of recommendations.

In very general terms, one goal will express Oceanside's approach to public safety.

> Take the action necessary to ensure an acceptable level of public safety for prevention and reduction of loss of life and personal property of the citizens of Oceanside.

To meet this goal, objectives must be specified to ensure appropriate action will be taken for mitigation of each of the hazard areas identified in Oceanside. These objectives are described below:

Seismic and Geologic Hazard

1. Consider seismic and geologic hazards when making land use decisions particularly in regard to critical structures.
2. Minimize the risk of occupancy of all structures from seismic and geologic occurrences.
3. Provide to the public all available information about existing seismic and geologic conditions.

Fire Hazard

1. Maintain the necessary equipment, personnel and water supply levels required for the current class 5 insurance rating over the entire city.
2. Continue an active and effective fire prevention program through public education, code enforcement, and inspection service.

Flooding Hazard

1. Consider the potential for flooding when making land use decisions.
2. Ensure public awareness of existing flooding hazards.

MAJOR FINDINGS AND RECOMMENDATIONS

The level of risk associated with each of the hazards identified in this report can be mitigated to some degree by positive action by the City, other government agencies and private individuals. It will require conscientious effort on the part of the entire community to fully achieve the goal and objectives for public safety as outlined. Many essential programs are already being conducted within the City and many of the necessary ordinances are already in effect, such as the weed abatement program and the grading ordinance.

The following major findings and recommendations are summarized here according to each identified hazard to provide an overall view of the program which will be pursued for attaining the Public Safety Goal and Objectives.

Seismic and Geologic Safety

Findings

(1) There are no active fault zones within the Oceanside Study Area and, therefore, very low potential for hazard from primary seismic effects.

(2) There are several active fault zones within 100 miles, creating the potential for hazard from secondary seismic effects.

(3) 75% of the study area could be developed using conventional engineering methods; however, there exists within the City certain soil types and conditions which are particularly susceptible to seismic and non-seismic geologic hazards.

Recommendations

(1) Regulate land use to some degree in areas identified as highly susceptible to hazards.

(2) Expand requirements for soils and geologic testing

(3) Study possible adoption of a Hillside Ordinance.

(4) Include seismic considerations in the building inspection program.

(5) Pursue correction of Beach Erosion problems.

Fire Safety

Findings

(1) The most severe problem in providing fire protection in Oceanside is the danger of low water pressure especially in the downtown and beach areas.

(2) The most serious equipment deficiency is the lack of an aerial ladder for new high-rise structures over 35 feet.

(3) There are areas of the City exposed to a severe or extreme brush fire hazard.

(4) The majority of current City Codes and Ordinances relating to fire prevention are adequate and in some cases superior.

Recommendations

(1) Continue all measures, including correction of water problems, which would enable the City to retain its current Class 5 rating.

(2) Continue to study methods of upgrading the fire rating to match City growth, especially as industry locates within the City.

(3) Purchase and man an aerial ladder.

Flooding Safety (in relation to dam failure)

Findings

(1) The possible extent of flooding in the San Luis Rey River Valley due to failure of Henshaw Dam does not exceed the anticipated 100 year natural flood.

(2) Recent State action limiting the capacity of Lake Henshaw has greatly reduced the flooding potential.

Recommendations

(1) Continue to pursue the construction of a flood channel in the San Luis Rey Valley capable of handling a 100-year flood.

(2) Regulate land uses within the inundation area pending construction of the channel.

Seismic and Geologic Hazards

San Diego County is a region of known seismic activity. Earthquakes have been documented as far back as 1769 when the Portola expedition passed through this area of Alta California. The eastern portion of the region contains several sizeable active faults, as does the ocean floor just five miles off shore (See Map 1).

A full description and analysis of the seismic conditions within Oceanside are contained in a report entitled "Geotechnical Investigations for General Plan Revisions, Oceanside, California prepared by Burkland and Associates, geologic engineers. The report is available from the Oceanside Planning Department. The information presented below is a summary of the major findings of that report.

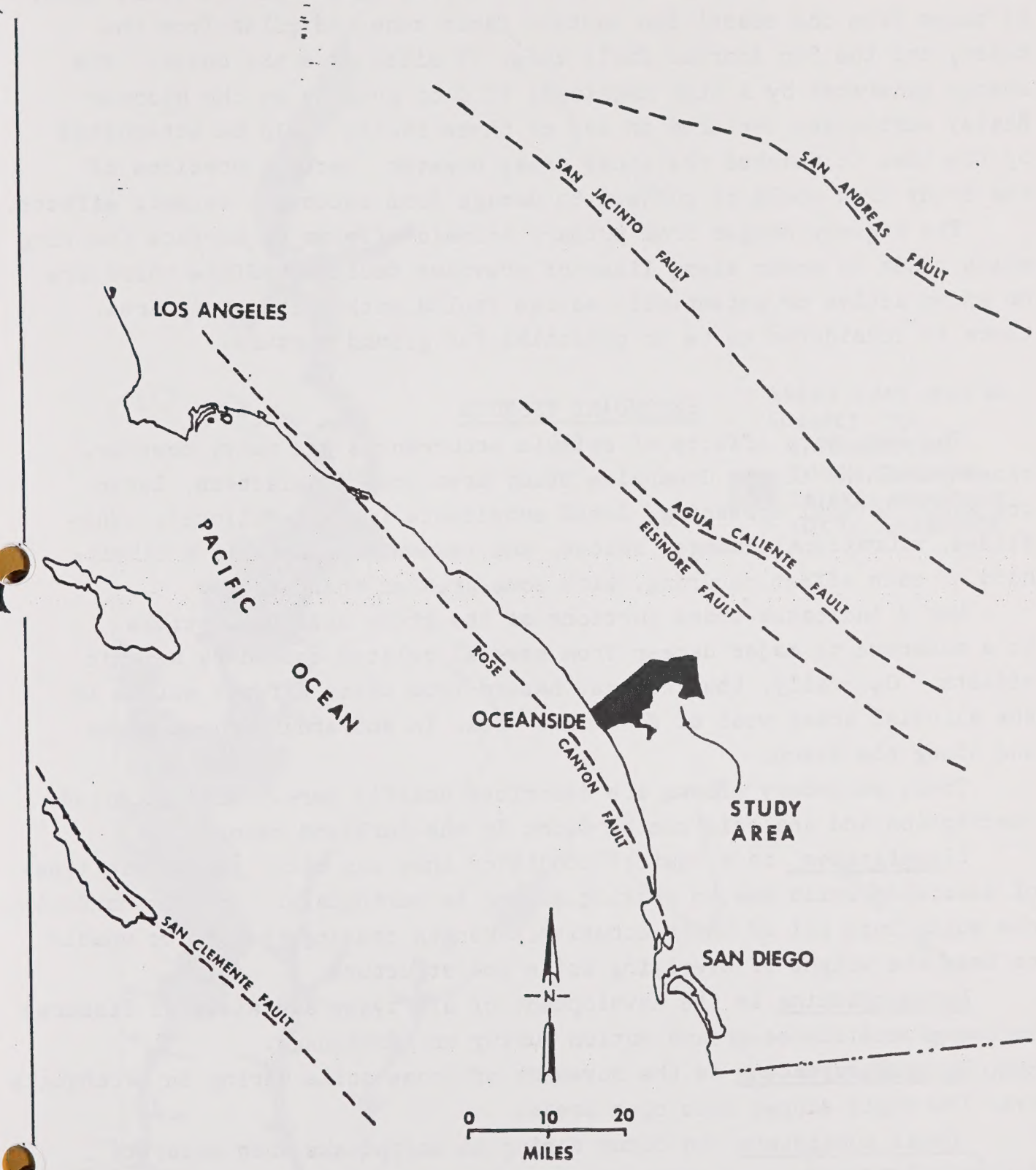
PRIMARY EFFECTS

Primary seismic effects are caused by movement along an active fault. These movements can be sudden and severe as in an earthquake or slow and imperceptible as in fault creep. The movement along a fault can be horizontal, vertical or a combination of both. The width of the ground rupture zone is usually less than 20 feet in rock, but can be up to 60 feet in soft, saturated soils.

There are no proven active or potentially active faults within the City of Oceanside or its sphere of influence. There is one active fault, the Rose Canyon fault, within a radius of 25 miles. This fault has been mapped approximately five miles offshore of the study area by the U. S. Geological Survey. There has been a great deal of controversy about the location of the fault and whether a branch turns toward shore and enters the study area. It is the firm conclusion of Burkland and Associates that this is not the case.

The earthquake history of the Rose Canyon fault is active. In 1812, San Juan Capistrano was destroyed by an epicenter on this fault, and this fault was also responsible for the Long Beach earthquake of 1933. An earthquake of a magnitude of 6.5 or greater with its epicenter on the Rose Canyon fault could result in secondary seismic effects in the study area.

SEISMIC HAZARDS



SOURCE: BURKLAND AND ASSOCIATES, SEISMIC HAZARD MAP

MAP 1

In addition to the Rose Canyon fault, there are four major active fault zones within 100 miles of Oceanside (Map 1). They are the Elsinore fault zone, 25 miles from the coast; Agua Caliente fault zone, 33 miles from the coast; San Jacinto fault zone, 48 miles from the coast; and the San Andreas fault zone, 77 miles from the coast. The energy generated by a high magnitude (7.0 or greater on the Richter Scale) earthquake centered on any of these faults would be attenuated by the time it reached the study area; however, certain portions of the study area could be subject to damage from secondary seismic effects.

The highest danger from primary seismic effects is surface faulting which tends to occur along lines of previous faulting. Since there are no known active or potentially active faults within the study area, there is considered to be no potential for ground rupture.

SECONDARY EFFECTS

The secondary effects of seismic occurrences are many; however, those pertinent to the Oceanside study area are liquefaction, lurch cracking, lateral spreading, local subsidence (ground failure), landslides, vibrational damage, seiche, and tsunamis. There is a likelihood of each effect occuring, with some greater than others.

Map 2 indicates those portions of the study area susceptible to a moderate to major danger from several related secondary seismic effects. Generally, the greatest hazard from these effects exists in the alluvial areas west of El Camino Real, in and around the lagoons, and along the beach.

These secondary effects are described briefly here. More detailed description and analysis can be found in the Burkland report.

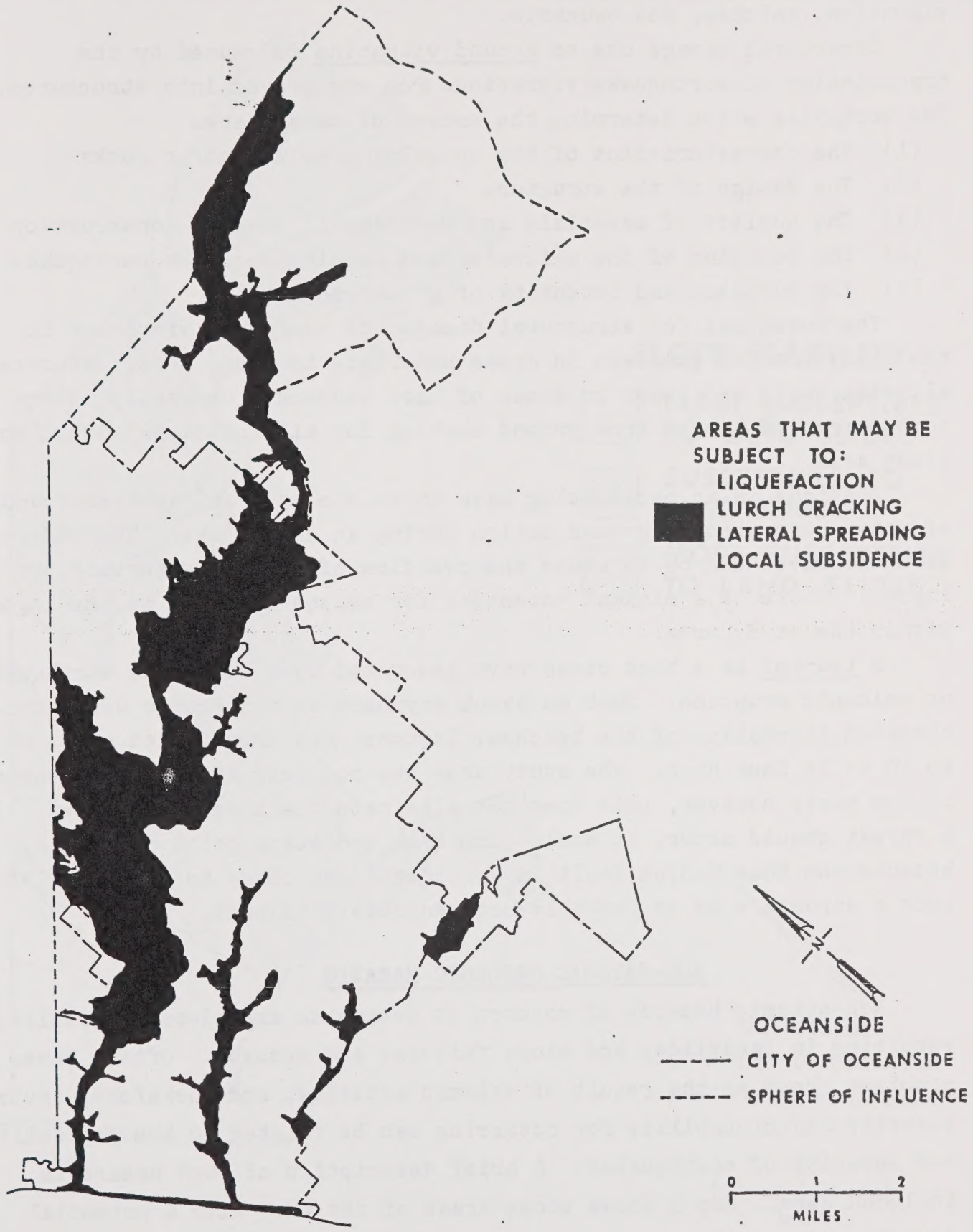
Liquefaction is a "quick" condition that can occur in certain types of saturated soils due to shaking during an earthquake. In this condition, the soils lose all of their cohesive strength causing them to be unable to bear the weight of overlying soils and structure.

Lurch cracking is the development of all types and sizes of fissures in the ground due to ground motion during an earthquake.

Lateral spreading is the movement of loose soils during an earthquake over low-angle slopes into open areas.

Local subsidence can occur during an earthquake when water is driven out of saturated soils causing the soils to become more compact.

AREAS OF POTENTIAL HAZARDS



Source: Burkland and Associates,
Geotechnical Evaluation Map Areas VI & VII

MAP 2

Other secondary effects not indicated on Map 2 are ground vibration, seiches, and tsunamis.

Structural damage due to ground vibration is caused by the transmission of earthquake vibrations from the ground into structures. The variables which determine the extent of damage are:

(1) The characteristics of the underlying soils and/or rocks
(2) The design of the structure
(3) The quality of materials and workmanship used in construction
(4) The location of the epicenter and magnitude of the earthquake
(5) The duration and intensity of ground shaking

The potential for structural damage due to ground vibration in the study area is greatest in areas underlain by deep, soft, saturated alluvial soils and least in areas of hard bedrock. Generally, there is some degree of hazard from ground shaking for all locations within the study area.

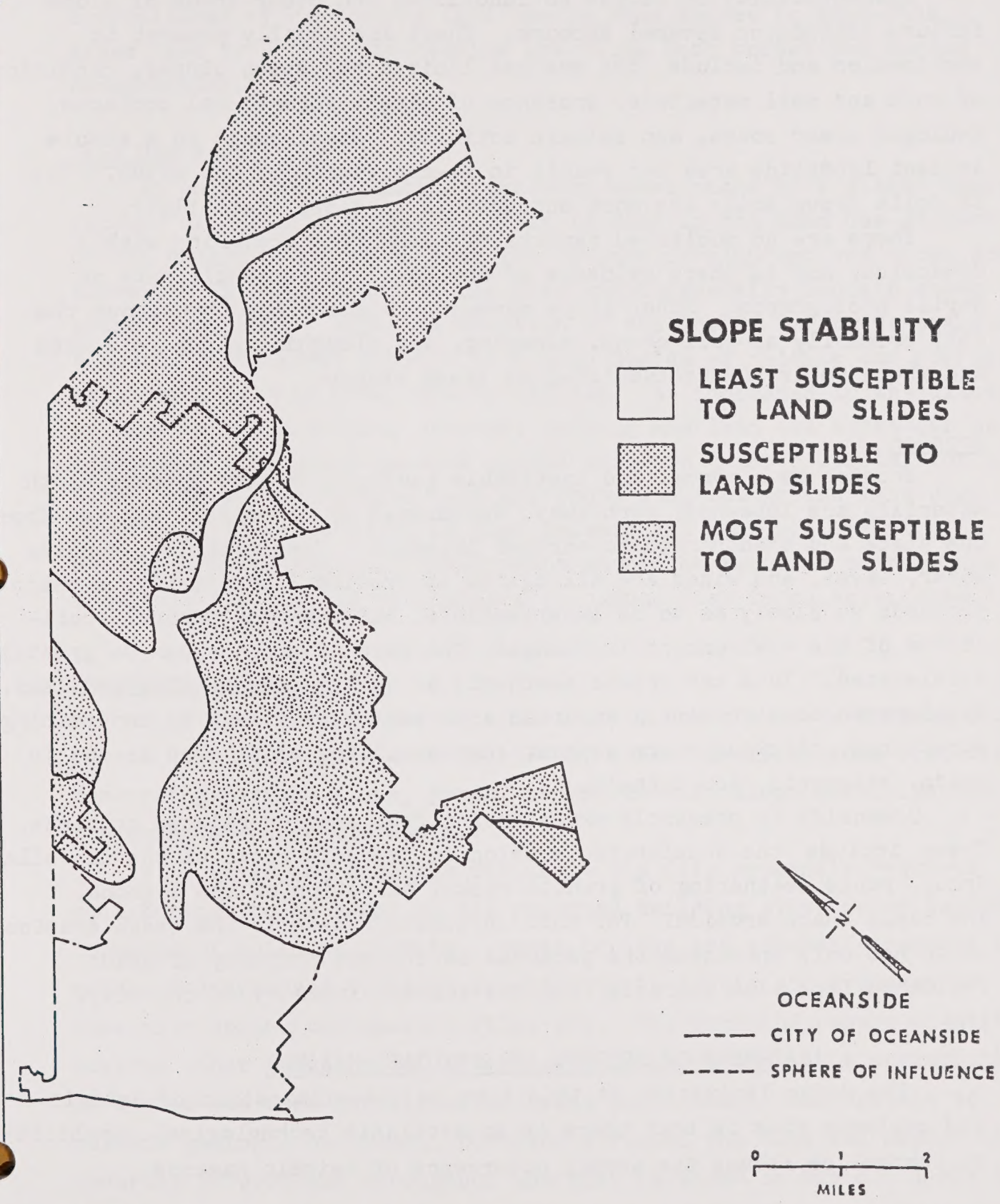
A seiche is an oscillating wave in an enclosed or restricted body of water generated by ground motion during an earthquake. The effect of these waves can be to cause the overflow of a lake, reservoir, or lagoon. There is a minimal potential for seiche to occur in the lagoons within the study area.

A tsunami is a high ocean wave generated by a submarine earthquake or volcanic eruption. Such an event anywhere in the Pacific Ocean could threaten inundation of the beaches, lagoons, and harbor with waves up to 10 to 15 feet high. The study area has not been affected by tsunamis in the past; however, this does not eliminate the potential danger. If a threat should occur, it would come from a distant point of origin, because the Rose Canyon fault is considered too close to shore and of such a strutture as to probably not generate a tsunami.

NON-SEISMIC GEOLOGIC HAZARDS

Non-seismic hazards of concern to Oceanside are slope instability, resulting in landslides and slope failure, and erosion. Often, these problems occur as the result of seismic activity, and therefore, their severity and probability for occurring can be related to the probability and severity of earthquakes. A brief description of each hazard is included here. Map 3 shows those areas of the City with a potential for slope instability.

SLOPE STABILITY



SOURCE: BURKLAND AND ASSOCIATES, SLOPE STABILITY MAP

MAP 3

Slope Instability

Susceptibility of slopes to landslides and other forms of slope failure depends on several factors. These are usually present in combination and include, but are not limited to, steep slopes, condition of rock and soil materials, presence of water, formational contacts, geologic shear zones, and seismic activity. Development in a stable, ancient landslide area can result in re-activation of the slide. The La Jolla Group soils are most susceptible to slope instability.

There are no published reports of landslides occurring within Oceanside, nor is there evidence of any found in reconnaissance or aerial photographs. Minor slope movement is occurring throughout the City primarily as soil creep, slumping, and sloughing along road cuts and where soils have accumulated on steep slopes.

Erosion

Erosion is a normal and inevitable geologic process whereby earth materials are loosened, worn away, decomposed or dissolved, removed from one place and transported to another location. Precipitation, running water, waves, and winds are all agents of erosion. Ordinarily, erosion proceeds so slowly as to be imperceptible, but when the natural equilibrium of the environment is changed, the rate of erosion can be greatly accelerated. This can create aesthetic as well as engineering problems. Accelerated erosion within an urban area can cause damage by undermining structures, blocking storm sewers, and depositing silt, sand or mud in roads, basements, and tunnels.

Oceanside is presently experiencing four erosion related problems. These include the accelerated erosion in the soft rocks of the La Jolla Group, rapid weathering of granite rocks, siltation of the lagoons, and rapid beach erosion. The most serious of these is the beach erosion, which not only threatens the personal safety and property of beach residents, but also detracts from the tourist industry of the City.

ABATEMENT OF SEISMIC AND GEOLOGIC HAZARDS

The major limitation at this time to the elimination of seismic and geologic risk is that there is no available technological capability to control or reduce the actual occurrence of seismic hazards.

The abatement of seismic and geologic hazards is primarily accomplished by regulating land use to some degree in high-risk areas, and by proper engineering practices both before and during construction.

Land Use Regulation

At this time, Oceanside regulates development to a slight degree because of geologic criteria. This is done in the Land Use Element of the General Plan by calling for cluster development and slope preservation in those areas of the City which generally contain steep slope conditions. With the adoption of the Public Safety General Plan Element, those areas subject to a high degree of seismic and geologic problems should be more clearly defined. As indicated in the discussion on risk in the preceding chapter, building and land use types can be classified into three general groups based on their potential for disaster. It is recommended that all Group I buildings and land uses be prohibited in those areas of high seismic and geologic hazard. In addition, other approved development should be required to take the necessary engineering precautions to reduce risk to an acceptable level.

Engineering Practices

1. Grading Regulations - The City currently has a Grading Ordinance in effect (Ordinance No. 73-46) which specifies some criteria concerning maximum slope, yards, storm run-off, slope stabilization and treatment of expansive soils.

2. Soils and Geologic Testing - The City presently requires soil borings to be taken on all proposed building sites prior to the issuance of building permits. These borings are generally routine in nature and are used to identify water table levels and presence of expansive soils, uncompacted fill, etc. The Burkland report identifies several other geotechnical investigations which should be accomplished if a site has been identified as being particularly susceptible to certain geologic problems. Burkland surveyed the City and mapped the severity of problems throughout the City as shown on Map 4. Table 1, when used in conjunction with Map 4, identifies the suggested investigations that should be carried out dependent upon the nature of the

problem and the type of land use proposed. It is recommended that the City consider adopting appropriate standards and procedures for geologic testing using the Burkland analysis as a guide.

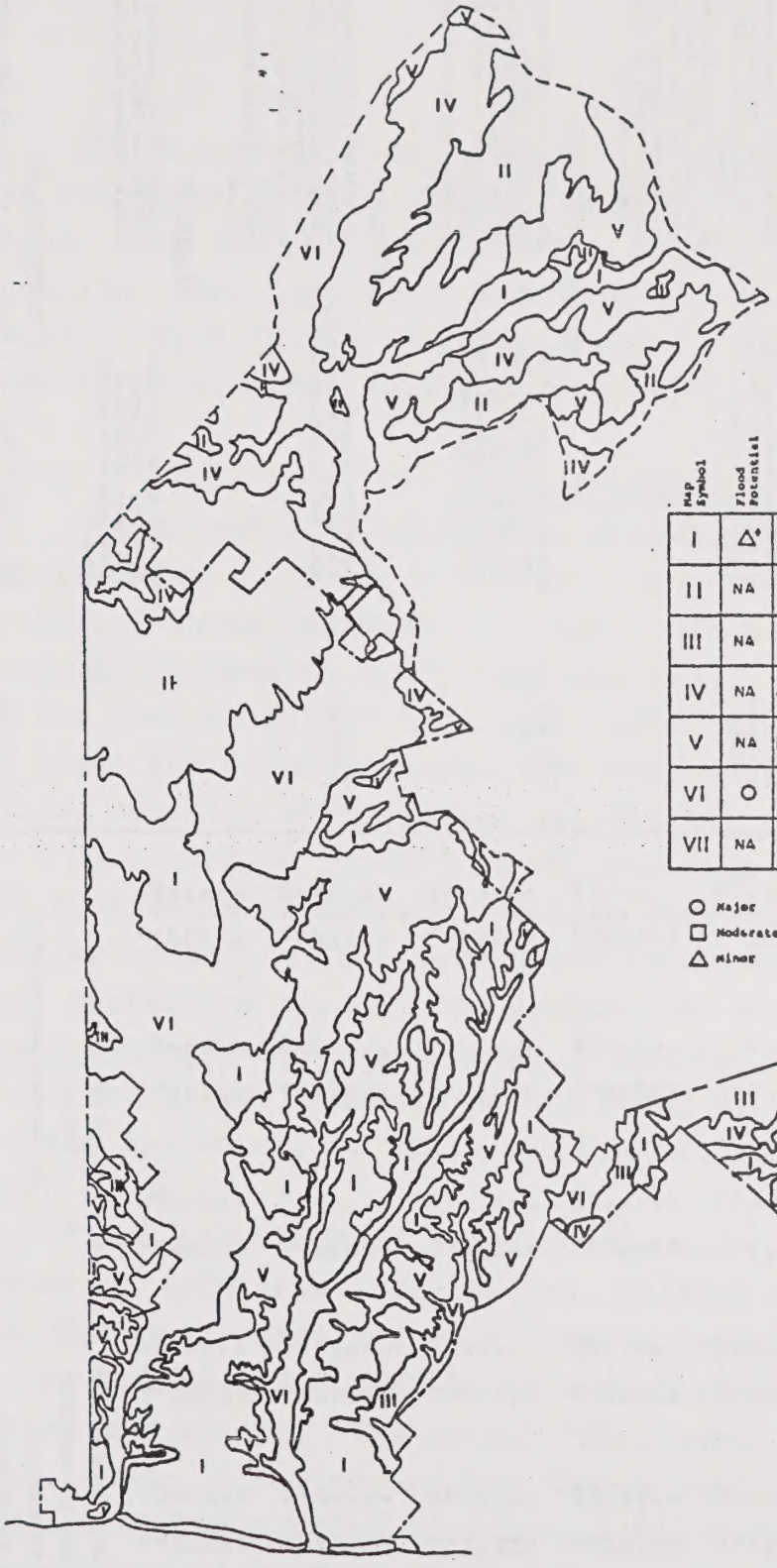
3. Hillside Ordinance - Many cities have recently adopted or are considering special provisions governing development on slopes over a specified steepness (15-30 percent). Such regulations may prohibit development in part, specify development patterns and site layout, or regulate the amount of permissible cut and fill.

A hillside ordinance could be of benefit to Oceanside as a means of providing more precise implementation of the "cluster overlay" of the Land Use Element. A study should be authorized to explore the possibilities of developing hillside regulations for Oceanside as either a separate ordinance or as part of the Grading Ordinance.

4. Building Inspection - The building inspection program in Oceanside is presently geared toward correcting fire hazards and general structural deficiencies. No specific consideration is given to seismic considerations. It is recommended that consideration be given to identifying structures which constitute a seismic hazard and that public buildings so identified be corrected, demolished, or properly marked with warning signs. In addition, architectural appendages such as cornices and parapets should be periodically inspected for weakness and removed or strengthened if necessary.

5. Beach erosion - As mentioned previously, the most severe erosion problem in the City is along the beach front. Solutions to this problem have been under investigation by the Army Corps of Engineers for several years and include possible remedies as submerged breakwaters, a series of rock groins, and beach replenishment. A decision as to which method will prove workable for Oceanside has not been made; meanwhile, the City has been replenishing the beach sand by dredging sand from the Harbor entrance. The latter is only an interim solution.

GEOTECHNICAL EVALUATION



Rating of Geotechnical Problems

	Engineering						Seismic				
Map Symbol	Flood Potential	Slope Stability	Erosion & Siltation	Excavation	Groundwater	Expansive Soil	Lurch Cracking	Liquefaction	Lateral Spreading	Vibration Damage	Subsidence & Uplift
I	△*	△*	△*-○*	△*	□	○*	△*	△*	△*	□*	△*
II	NA	△*	△*	□-○*	NA	□	NA	NA	NA	△	NA
III	NA	△*-○*	□-○*	△*	△*	□	NA	NA	NA	□	NA
IV	NA	△*-□	□*-□	□*	△*	□	NA	NA	NA	△-□*	NA
V	NA	□-○*	□-○*	□-○*	△*	□	NA	NA	NA	△-□*	NA
VI	○	NA	□-○*	○*	□	○*	□*	□*	□*	○*	□*
VII	NA	○	○	□	○	NA	○	○	○	○	○

○ Major
□ Moderate
△ Minor
NA Not Applicable
\+ Locally

Note: This map for display only. The original is available from the Planning Department.

N

OCEANSIDE

——— CITY OF OCEANSIDE

- - - - - SPHERE OF INFLUENCE

0 1 2
MILES

SOURCE: BURKLAND AND ASSOCIATES, GEOTECHNICAL EVALUATION MAP

MAP 4

Source: Burkland & Associates Geotechnical Evaluation Map

Table 1

RECOMMENDED INVESTIGATIONS FOR VARIOUS GEOTECHNICAL PROBLEMS

MAP SYMBOL	RESIDENTIAL	HIGH RISE	CRITICAL STRUCTURES	LIGHT COMMERCIAL	HEAVY INDUSTRY
I	EG - R SF - R SH - R EC - R SL - R F - R O - NA	EG - R SF - R SH - D EC - R SL - R F - R O - NA	EG - R SF - R SH - D EC - R SL - R F - R O - NA	EG - R SF - R SH - D EC - R SL - R F - R O - NA	EG - R SF - R SH - D EC - R SL - R F - R O - NA
II	EG - D SF - R SH - R EC - R SL - R F - NA O - NA	EG - D SF - R SH - D EC - R SL - R F - NA O - NA	EG - D SF - R SH - D EC - R SL - R F - NA O - NA	EG - D SF - R SH - R EC - R SL - R F - NA O - NA	EG - D SF - R SH - D EC - R SL - R F - NA O - NA
III	EG - R SF - R SH - R EC - D SL - D F - NA O - NA	EG - D SF - D SH - D EC - R SL - D F - NA O - NA	EG - D SF - D SH - D EC - R SL - D F - NA O - NA	EG - R SF - R SH - R EC - D SL - D F - NA O - NA	EG - R SF - R SH - D EC - D SL - D F - NA O - NA
IV	EG - D SF - R SH - R EC - R SL - D F - NA O - NA	EG - D SF - R SH - D EC - R SL - D F - NA O - NA	EG - D SF - D SH - D EC - R SL - D F - NA O - NA	EG - D SF - R SH - R EC - R SL - R F - NA O - NA	EG - D SF - R SH - D EC - R SL - D F - NA O - NA
V	EG - D SF - R SH - R EC - D SL - D F - NA O - NA	EG - D SF - D SH - D EC - D SL - D F - NA O - NA	EG - D SF - D SH - D EC - D SL - D F - NA O - NA	EG - D SF - R SH - D EC - D SL - D F - NA O - NA	EG - D SF - D SH - D EC - D SL - D F - NA O - NA
VI	EG - R SF - D SH - R EC - D SL - NA F - D O - NA	EG - D SF - D SH - D EC - R SL - NA F - D O - NA	EG - D SF - D SH - D EC - R SL - NA F - D O - NA	EG - R SF - D SH - D EC - D SL - NA F - D O - NA	EG - R SF - D SH - D EC - D SL - NA F - D O - NA
VII	EG - R SF - D SH - D EC - D SL - D F - NA O - D	EG - D SF - D SH - D EC - D SL - D F - NA O - D	EG - D SF - D SH - D EC - D SL - D F - NA O - D	EG - D SF - D SH - D EC - D SL - D F - NA O - D	EG - D SF - D SH - D EC - D SL - D F - NA O - D

EG: ENGINEERING GEOLOGIC
SF: SOIL AND FOUNDATION
SH: SEISMIC HAZARD
EC: EROSION CONTROL
SL: SLOPE STABILITY
F: FLOODING
O: OCEANOGRAPHIC

R: ROUTINE
D: DETAILED
NA: GENERALLY NOT APPLICABLE

SITE PROBLEM	ROUTINE (R)	DETAILED (D)
	Erosion Control (EC)	
erosion siltation	drainage control landscaping	in addition to items under routine: erosion rates of rocks or soils siltation control
	Engineering Geologic (EG)	
faults landslides slope stability grading excavation drainage groundwater	reconnaissance of site review literature and maps prepare generalized geologic map review grading plans inspect during grading prepare "as built" geologic map	in addition to items under routine: aerial photograph interpretation prepare detailed geologic map determine subsurface structure analyze: fault potential, groundwater conditions, slope stability geophysical surveys to determine hard rock excavation methods
	Seismic Hazard (SH)	
faults earthquake effects	generalized evaluation of potential primary and secondary earthquake effects	research earthquake records including site strong motion data establish maximum credible and design earthquakes geophysical investigation for fault locations, micro tremor data and primary and shear wave velocities dynamic soil response tests computer analysis of dynamic response of soils and rocks
	Soil and Foundation (SF)	
soils and foundations	obtain soil samples from various depths, test for applicable engineering characteristics determine groundwater levels, drainage, slope conditions	in addition to items under routine: specialized sampling specialized testing and analysis of soils: consolidation, triaxial testing, permeability, dynamic response recommend specialized foundation designs
	Slope (SL)	
slope stability	generalized analysis of stability based on geologic, soil, and groundwater data	in addition to items under routine: determine subsurface structure geologic analysis of rock structure and proposed slopes analysis of soil data for proposed slopes analyze potential seismic effects on slopes
	Flooding (F)	
flood	U.S.G.S. Water Resources Division, flood maps California Division of Water Resources publications	determine flood potential based on 100-year or 1000-year storms analyze drainage basin characteristics
	Oceanographic (O)	
beach and sea cliff erosion tsunami	U.S. Corps of Engineers, beach and sea cliff erosion data U.S. Coast and Geodetic Survey, tide, current and storm data California Division of Mines, tsunami hazard maps	in addition to items under routine: determine - longshore currents, maximum storm conditions, sand supply and movement, maximum wave heights, bottom topography, evaluate all control measures as to effects north and south of area, [illegible] tsunami hazard

Fire Hazards

The danger of fire is probably the most severe hazard faced by the residents of Oceanside. The probability of fire occurring is higher than for any other natural hazard. Last year alone, the Oceanside Fire Department answered 527 fire calls, which caused a total of $382,303 in property losses. This amounts to a loss of over $7.00 each for every man, woman, and child within the City.

NATURAL HAZARDS

The threat of brushfire is endemic to the Southern California coastal area. Los Angeles County reports nearly 203,000 acres of brushland burned between 1967-1973. In San Diego County, there have been major fires in 1967, 1970 and 1971. The 1970 Laguna Fire resulted in the destruction of 383 homes, 1200 other structures, 225,000 acres of trees and other watershed and numerous small dams, bridges, and roads, totaling an estimated $45 million damage.

Responses to brushfires in Oceanside constitute nearly 1/3 of all fire calls. The City has been very fortunate not to have experienced a major brushfire in recent years because the potential for one has been increasing steadily as residential development has increased into the outlying canyons and mesas. In 1974, there were 166 minor brush fires and grass fires within the City; 95 of these occurred between May and September, of which the highest number, 45, occurred in the month of July.

There are three primary factors that contribute to the brushfire threat in this area - vegetation, climate and development patterns. The chapparal, sage and other native vegetation of Southern California is dry and resinous, making it very combustible, especially during the hot summer months. The normal "fire season" is April through November when strong, hot winds of the "Santa Ana" variety compound the problem and can spread a minor fire into a major conflagration in minutes. The current practice of developing "canyon view" subdivisions introduces the potential for loss of homes and lives into the natural hazard. When this occurs, efforts to eliminate fires are often not accompanied

by adequate brush and weed abatement and clearance measures. This results in an abnormally high buildup of fuel which increases the potential for a disastrous fire.

Brush fire hazards in Oceanside exist to some degree throughout the City; however, it is "high" only in areas in proximity to residential development. The hazard is rated "extreme" in those areas where the vegetation changes from grass and sage to the denser and more flammable chapparal; an even higher risk occurs where residential development is scattered on large lots, where more of the natural vegetation is preserved, than in the standard single-family development. Such an area of extreme hazard is the northern part of Morro Hills. Map 5 indicates those areas of Oceanside where there is high risk of fire from natural hazards.

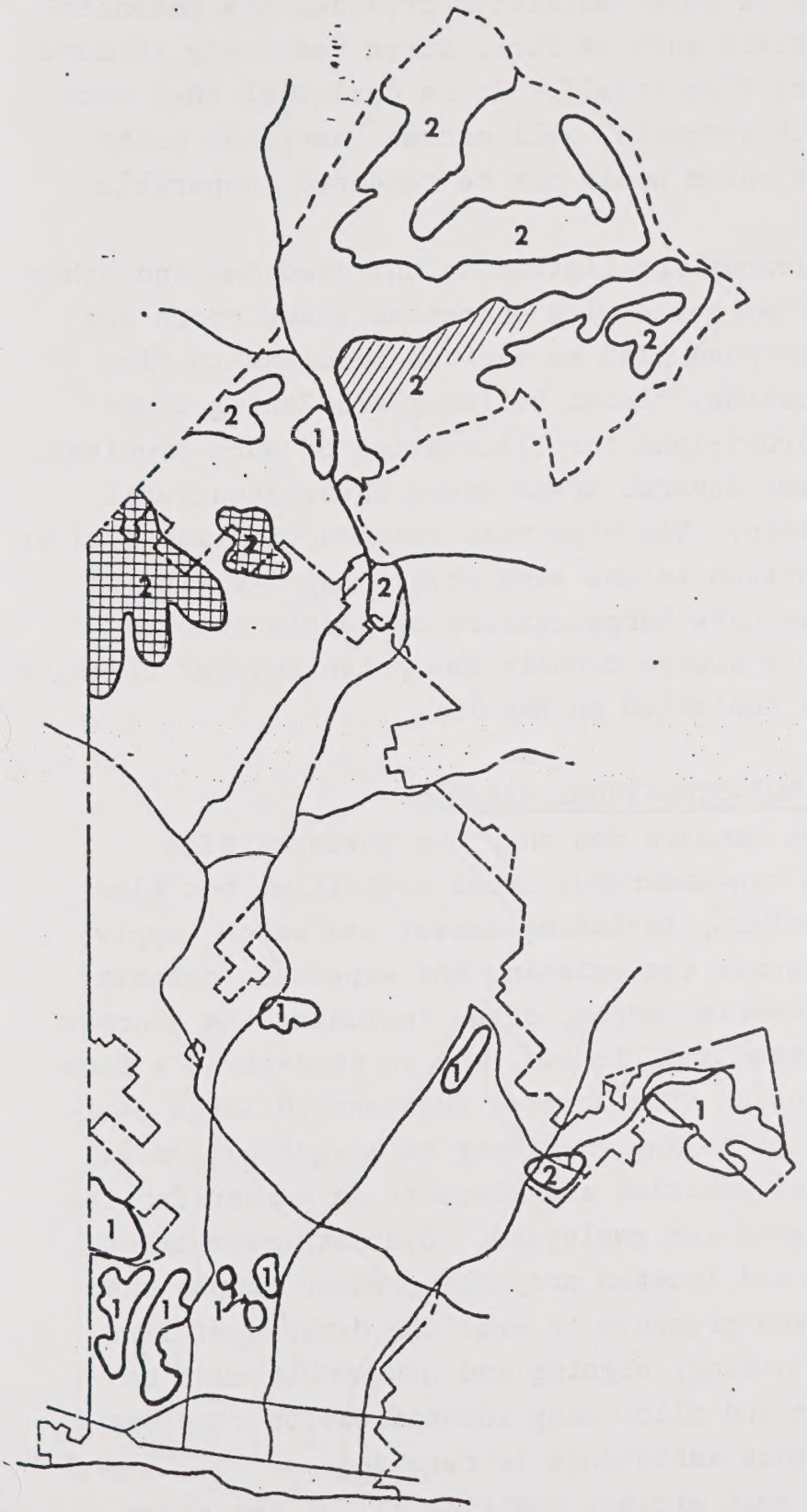
MAN-MADE STRUCTURAL HAZARDS

Fire hazardous structures constitute the greatest man-made fire hazard. These are primarily older structures, characterized by substandard wiring, open stairwells, and obsolete heating facilities. When ignited, fire spreads rapidly inside these structures. Major clusters of these buildings in the downtown area house a variety of commercial and professional uses on the ground floor and low-rent housing units for the poor and elderly on upper floors. A fire in this area could easily spread to other buildings.

High-rise structures, also often occurring in the downtown area, pose another structural hazard. Access of emergency equipment and personnel to the upper stories becomes increasingly difficult. At present, the Oceanside Fire Department can only reach the level of a third-story window (35 feet). Evacuation of a building's occupants, always a problem in high-rise structures, is not even possible at this time from the roof of a three-story building. Internal support systems of such buildings (elevators, ventilation and water pressure) must also be designed to not fail during a fire when they are most critically needed.

Evacuation of occupants is of primary concern also in places of public assembly such as churches, schools, theaters, and

NATURAL FIRE HAZARDS



1 High Hazard

2 Extreme Hazard

Areas of Scattered Residential Development (increases hazard)

New Agriculture (minimizes hazard)

Note: Symbols indicate only general type and location of hazard.

OCEANSIDE

CITY OF OCEANSIDE

SPHERE OF INFLUENCE

MAJOR STREETS

0 1 2

MILES

Source: Oceanside Fire Department

MAP 5

other entertainment and recreation establishments. The concentration of large numbers of people in such facilities provides the potential for mass panic during a crisis such as fire, often resulting in more damage and injury than the fire itself. It is essential that such structures be designed with adequate, well-marked emergency exits and public address systems which would not be rendered inoperable because of fire.

Not all structural hazards are limited to the downtown and other high-density areas. Suburban homes with untreated shake roofs and inadequate side yard access pose just as serious problems in fire control and occupant evacuation. Local Building and Zoning codes must, therefore, contain provisions for elimination of such problems.

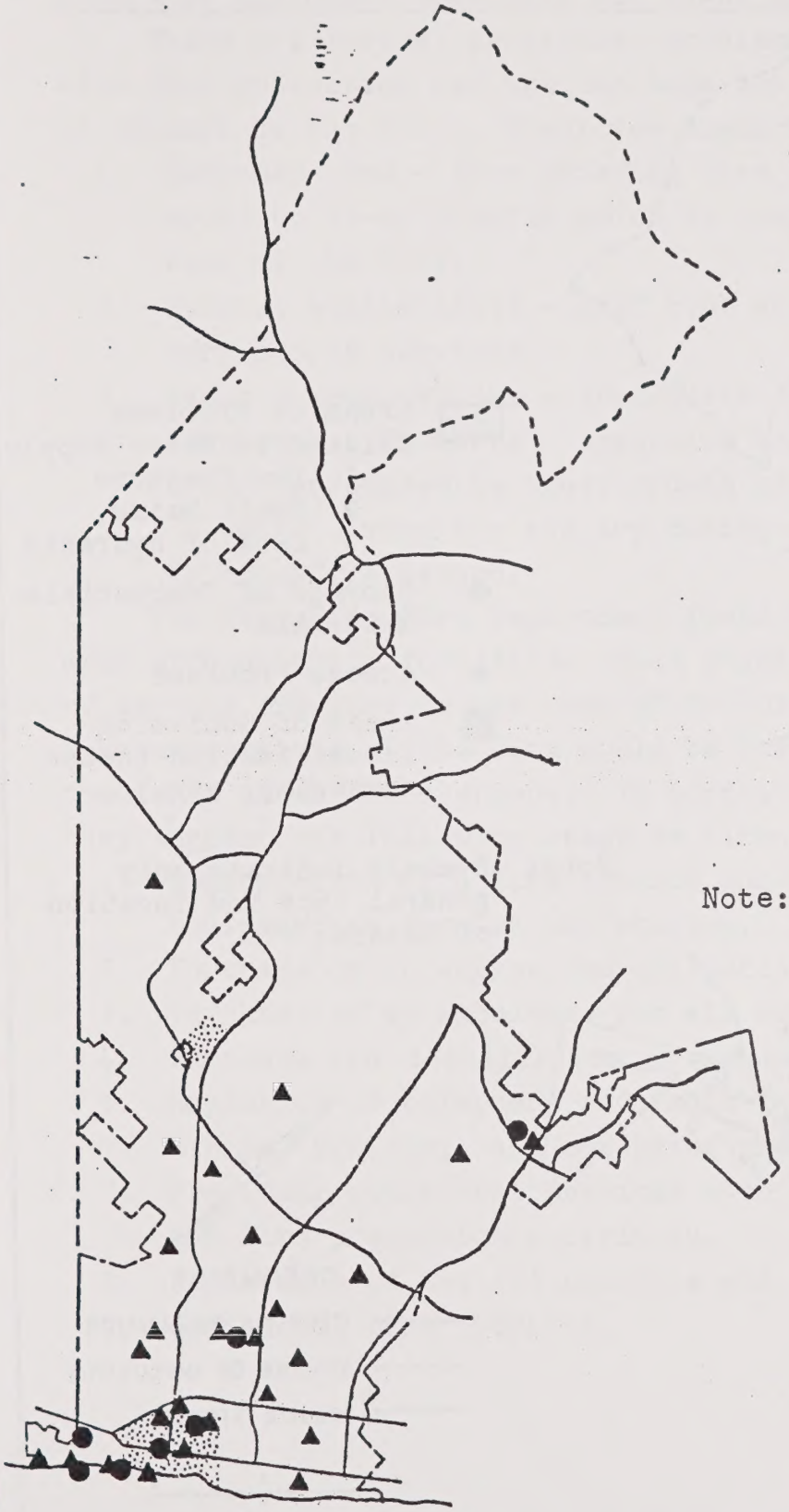
In Oceanside, there are several areas where these structural hazards are cause for concern. New high rise construction among older substandard structures downtown is one such area. Any facility in the City designed to accommodate large numbers of people such as shopping centers and schools always contain the potential for disaster. These areas and others are indicated on Map 6.

MAN-MADE NON-STRUCTURAL HAZARDS

Non-structural hazards concern not only the juxtaposition of inherently hazardous to non-hazardous urban activities but also the entire urban infrastructure, including access and water supply, which must be adequate to serve the existing and expected intensity of development. Large industrial areas, often including the storage of noxious and flammable gases and liquids, are in themselves a fire hazard which is only compounded when located adjacent to large residential areas. Access points to any area must be adequate in size for the passage of emergency vehicles and adequate in number for the timely evacuation of residents and employees. Hydrants must be of adequate number and design and located properly. Water supply must be of sufficient quantity and pressure to meet the demands of fire fighting. Even the street naming, signing and numbering must be designed to avoid confusion and allow easy identification of areas and structures where emergency assistance is required.

Oceanside, along with most cities, contains all of the above problems to some degree. The most serious of these is probably the inadequate water supply and pressure in the downtown area. The location of non-structural hazards is indicated on Map 7.

STRUCTURAL FIRE HAZARDS



Areas Characterized by Older Structures

● Multi-story Structures (three stories or more)

▲ Public Assembly Structures (schools, theaters, shopping centers, etc.)

Note: Symbols indicate only general type and location of hazard.

OCEANSIDE

CITY OF OCEANSIDE

SPHERE OF INFLUENCE

MAJOR STREETS

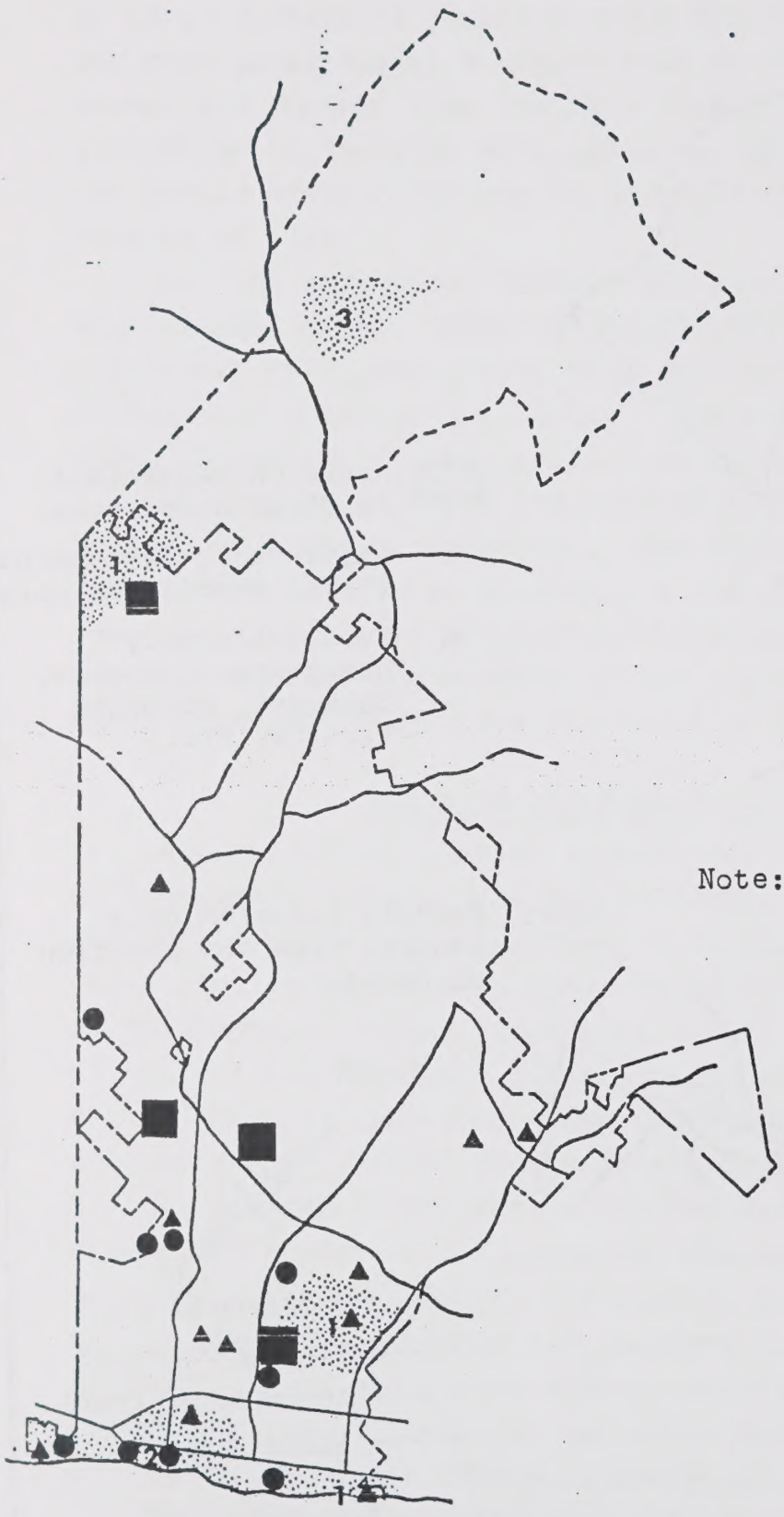
0 1 2

MILES

Source: Oceanside Fire Department

MAP 6

NON-STRUCTURAL FIRE HAZARDS



Areas of Problems Related to Water Supply
- 1 Low Pressure
- 2 Small Mains
- 3 Lack of Hydrants

Storage of Combustible Materials

Access Problems

Areas of Confusing Identification (house numbering, etc.)

Note: Symbols indicate only general type and location of hazard.

OCEANSIDE

CITY OF OCEANSIDE

SPHERE OF INFLUENCE

MAJOR STREETS

0 1 2

MILES

Source: Oceanside Fire Department

MAP 7

Hazards associated with annexations of land within the eastern Sphere of Influence (San Luis Rey Downs Area)

There are several particular problems which would be associated with fire protection for the San Luis Rey Downs area should it ever be annexed to the City. These are summarized as follows:

1. Response time - from existing fire station #5, response time would be 12-18 minutes which is over 2-3 times that for the rest of the City.
2. Hydrant availability - golf club area and fairway estates are very poorly serviced.
3. Radio communications - inadequate for entire area
4. Development Patterns - expensive homes with heavy shake roofs often surrounded by heavy growth of natural brush.
5. Climate - very hot and dry during summer months, contributing to brushfire hazard.

The Oceanside Fire Department feels that trying to service this area with existing facilities would significantly decrease the level of service provided to the rest of the City. In addition, the overall insurance rating of the City would be lowered, thereby creating higher insurance rates for everyone. To correct the anticipated problems, they suggest the following steps be taken upon annexation:

1. Construction of a fire station and purchase of all necessary equipment to furnish the station.
2. Purchase of an engine and all necessary equipment.
3. Purchase of an ambulance and all necessary equipment.
4. Purchase and installation of adequate fuel tanks.
5. Expansion of telephone and radio facilities.
6. Hiring, training, and equipping twelve (12) additional personnel.
7. Providing additional services such as supplies to the station and fire prevention activities.
8. Promotions of two (2) captains and (2) Engineers.
9. Additional fire hydrants.

ABATEMENT OF FIRE HAZARDS

Fire hazard mitigation measures fall into four broad categories as seen in the following four objectives of the Oceanside Fire Department:

1) Prevent fires from starting
2) Prevent loss of life and property when a fire does start
3) Confine a fire to the place of its origin
4) Put out the fire

Firefighting facilities

The City of Oceanside owns and operates five fire stations, providing a three-to five-minute response time to all areas within the City. The locations of the stations and their respective service areas are shown on Map 8. Tables 2 and 3 indicate the equipment and manpower levels of the department at this time. The only serious deficiency as previously noted is the lack of an aerial ladder to service high-rise structures. Steps have been taken, however, to correct this, and it is estimated that the department will acquire the ladder within the next two years.

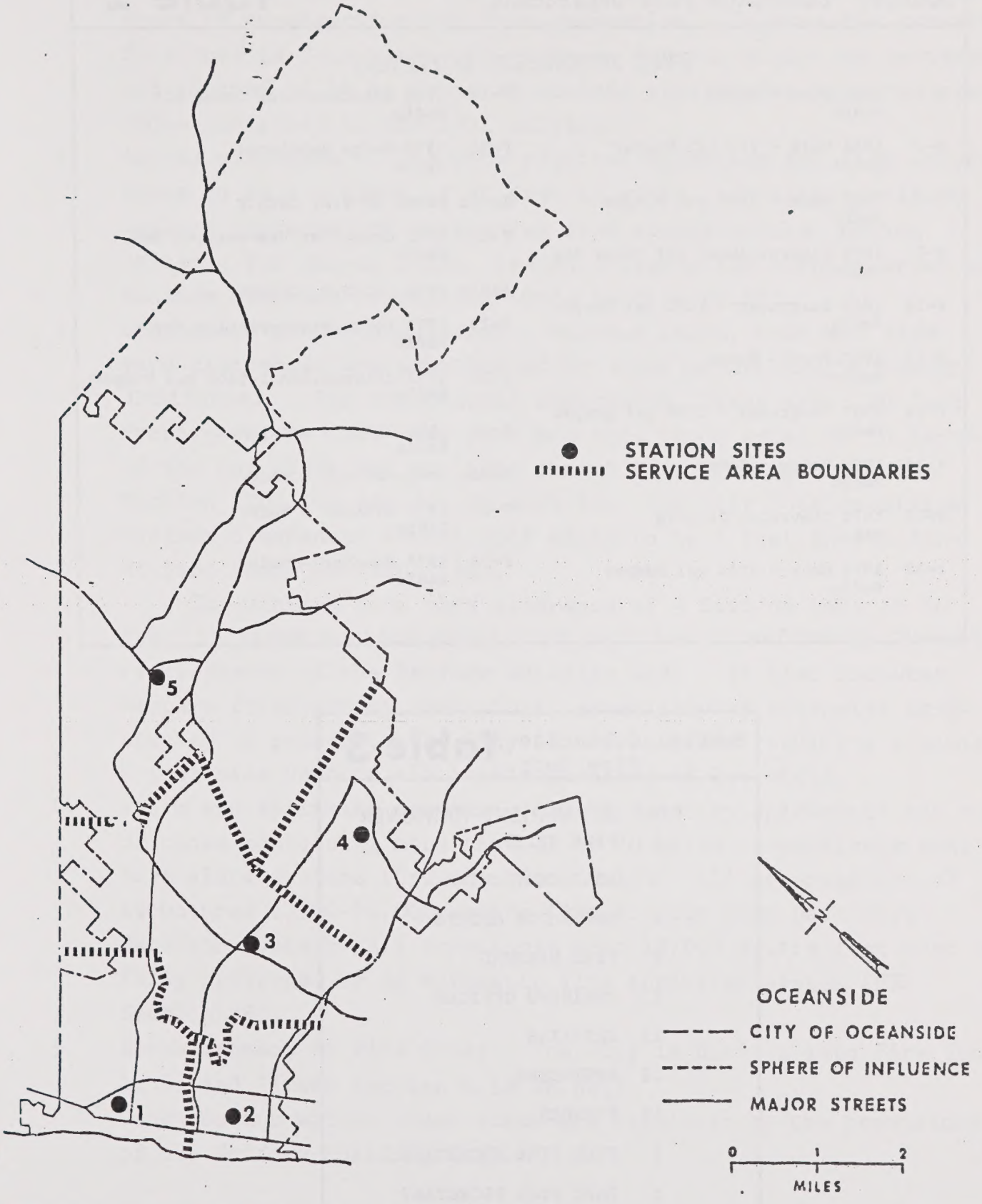
The only other anticipated problem in providing adequate fire-fighting facilities for the City would occur upon annexation of any additional land to the east, particularly in the San Luis Rey Downs areas, as cited above.

Fire Prevention Measures - Structural Hazards

The Code of the City of Oceanside, Chapter 11, establishes criteria governing fire protection within the City. These criteria are supplemented in part by additional standards contained within the City Building Code, Subdivision, and Zoning Ordinances. The more significant measures adopted by the Cityare outlined below by appropriate code or ordinance sections.

1. Uniform Code Adoptions - Adoption of Uniform Fire Code, 1971 edition, as recommended by the Western Fire Chiefs' Association and the International Conference of Building Officials (Code Section 11.15) and adoption of Uniform Building Code Standards, 1973 edition, published by International Conference of Building Officials (Code Section 6.1).

FIREFIGHTING FACILITIES



Source: Oceanside Fire Department

MAP 8

Source: Oceanside Fire Department

Table 2

FIRE DEPARTMENT EQUIPMENT

F-1 1966 Ford - Sedan
Radio

F-2 1948 Mack - 750 gal Pumper
Radio

F-4 1953 Mack - 1000 gal Pumper
Radio

F-7 1955 International 6x6 Grass Rig
Radio

F-10 1963 Seagraves - 1250 gal Pumper
Radio

F-11 1965 Ford - Sedan
Radio

F-14 1967 Seagraves - 1250 gal pumper
Radio

F-16 1969 Dodge - Sedan
Radio

F-17 1970 Chevrolet Pick-Up
Radio

F-18 1970 Mack - 1250 gal Pumper
Radio

F-19 1958 International Grass Rig
Radio

F-20 1973 Dodge Ambulance
Radio

Radio Prop. of S.D. County

F-21 1973 Chevrolet Van-Reserve Amb.
Radio

Radio Prop. of S.D. County

F-22 1973 Dodge Wagon-Station Wagon
Radio

F-23 1973 International-1000 gal Pumper
Radio

F-24 1974 Dodge - Ambulance
Radio

Radio Prop. of S.D. County

F-25 1974 Matador - Sedan
Radio

F-26 1974 Matador - Sedan
Radio

Source: Oceanside Fire Dept.

Table 3

FIRE DEPARTMENT MANPOWER

1	FIRE CHIEF
1	ASSISTANT CHIEF
2	BATTALION CHIEFS
1	FIRE MARSHAL
1	TRAINING OFFICER
11	CAPTAINS
12	ENGINEERS
49	FIREMEN
1	FULL TIME SECRETARY
1	PART TIME SECRETARY

Adoption of the latest edition of the uniform codes is essential if the City is going to require the most modern practices of construction and fire prevention. Because the current fire code is four years old, a later edition should be reviewed and adopted if it is found to contain significant advances over those contained in the 1971 edition.

2. Access standards - The City requires allrroads and fire access lanes to be a minimum of 28 feet in width. It also specifies maximum distances of structures from access points, paving criteria for access roads, design criteria for turning areas and minimum overhead clearances (Code Section 11.26).

3. Clearances around structures - Minimum front, rear and side yard clearances are established by zone in the City's Zoning Ordinance. For residential structures, these are: 20 feet front yard, 15 feet rear yard and side yards equal to 10 percent of the lot width but not less than 3 feet (Zoning Ordinance Section 1701, et seq.). In addition, the City Code specifies minimum clearances around roof signs to be 3 feet in all directions (Code Section 3.24).

The minimum side yard clearance of 3 feet on lots of 30 feet in width or less poses some problems in enforcing firewall requirements of the Uniform Building Code. It also somewhat hampers firefighting operations, especially if extensive landscaping is present. The City should consider requiring a minimum 5 foot side yard on all lots regardless of lot width.

4. Alarm and sprinkler systems - All three-story apartments and hotels or those containing more than 15 or 20 units respectively must have alarm systems (Code Section 11.18). All non-residential structures 1,500-24,000 square feet in size must have fire detector systems. All structures over 15,000 square feet must be fully protected by an automatic fire sprinkler system (UBC Section 38).

5. Establishment of Fire Zones - The City is divided into Fire Zones 1, 2, and 3(Code Section 6.18 et.seq)
Construction within these zones are regulated by the provisions of the Uniform Building Code.

6. Abatement of substandard structures - The City could abate substandard structures when they are obviously deteriorated to the point of being a menace to the public health and safety (UBC Section 203). Aggressive enforcement of this provision could probably help rid the City of many vacant, unsightly, and unsafe structures, especially in the downtown area. Another provision of the Code calls for bringing substandard buildings up to Code requirements when the cost of proposed renovations to such buildings exceeds more than 50 percent of building value (UBC Section 104 (a)). The City does actively enforce this provision.

Fire Preventive Measures - Non-structural Hazards

1. Regulation of flammable liquids storage - Such storage can only be done in an M zone, except that above-ground storage is strictly prohibited in the downtown area (Code Section 11.20). All such uses must be granted a conditional use permit (Zoning Ordinance Article 15). Special requirements also apply to storage of such items in areas subject to flooding (UFC Appendix A, adopted by Code Section 11.18).
2. Water Supply - Water supply requirements are specified by land use type, the lowest being 1,000 gallons per minute for one- and two-family residential development. Water mains must have a minimum inside diameter of 6 inches; one hydrant is required for every 90,000 square feet of net land area (80,000 square feet for industrial and commercial uses). Hydrant design and spacing is also specified (Code Section 11.26).

   As in dicated on Map 6, there are a few areas of the City where the water supply is not up to code criteria. The problem in the downtown area, specifically, is caused by inadequate water mains (2" and 4"). The City should take action as soon as possible to correct these problems, especially in those downtown areas where other structural problems create a hazard in themselves.
3. Beach Fire Regulations - Camp fires are prohibited on the Ocean-side beach except in those areas designated by the City Parks and Recreation Department (Code Sections 19.2, 19.3).

Fire Prevention Measures - Natural Hazards

1. Weed and Rubbish Abatement - City Council can order removal of brush and rubbish after declaring such to be a hazard to the public welfare (Code Section 13.34, et seq.).
2. Suppression and control of hazardous fire areas - Special provisions limit activities and require brush removal within hazardous fire areas (UFC, Appendix E adopted by Code Section 11.18).
3. Construction of firebreaks - Each year a 75-100 foot firebreak is constructed by Camp Pendleton along the Oceanside-Camp Pendleton boundary. This firebreak, in conjunction with the efforts of the Camp's eight engine companies (117 personnel) has been successful in preventing fires from spreading from Camp Pendleton to the City.

Flooding Hazards

In spite of its dry, coastal desert climate, the Southern California area is very susceptible to periodic damaging floods. The small amount of rainfall (10.7 inches per year) occurs primarily during the winter months, often concentrated in storm periods of several days' duration. It is this heavy concentration of rainfall, coming at a time when the ground water level is seasonably high, that causes flooding to occur. Recent urban development on hillsides and in floodplains has increased the rate and amount of storm runoff, and the flood potential.

NATURAL FLOODING

Floods have been recorded in San Diego County since 1770. The most disastrous occurred in 1862, 1916, and 1927; minor floods also occurred in 1938, 1961, and 1969. On the average, the County has been subjected to some degree of damaging flood once every 10 to 15 years.

Oceanside has not been exempt from flood damage. There are three flood prone areas within the City - San Luis Rey River Valley, Loma Alta Creek bed, and Buena Vista Creek bed. Of these, the largest is the San Luis Rey Valley, which is of regional significance and which historically receives heavy damage from flooding. In the 1916 flood, the San Luis Rey Valley was inundated virtually from bank to bank for about 1.5 miles, covering an area of about 1,000 acres. Most of the farms in the lower portion of the Valley were destroyed or damaged, and three to six feet of sand and silt remained when the flood water subsided. On March 8, 1968, an intense local storm flooded several areas of downtown Oceanside, inundating at least 100 homes and businesses, forcing radio station KUDE to shut down and disrupting traffic and

business. The floods of 1969 caused $2.7 million in public and private property damage in the County, three quarters of which occurred in the Santa Margarita and San Luis Rey basins.

The location and extent of the natural floodplains are shown schematically on Map 9. Additional maps and more detailed discussion of the potentials and dangers of natural flooding are contained in the Conservation and Open Space Elements of the General Plan.

FLOODING DUE TO DAM FAILURE

In addition to the hazards posed by natural flooding, the San Luis Rey Valley is also subject to flooding from failure of Henshaw Dam, the largest man-made reservoir in the County.

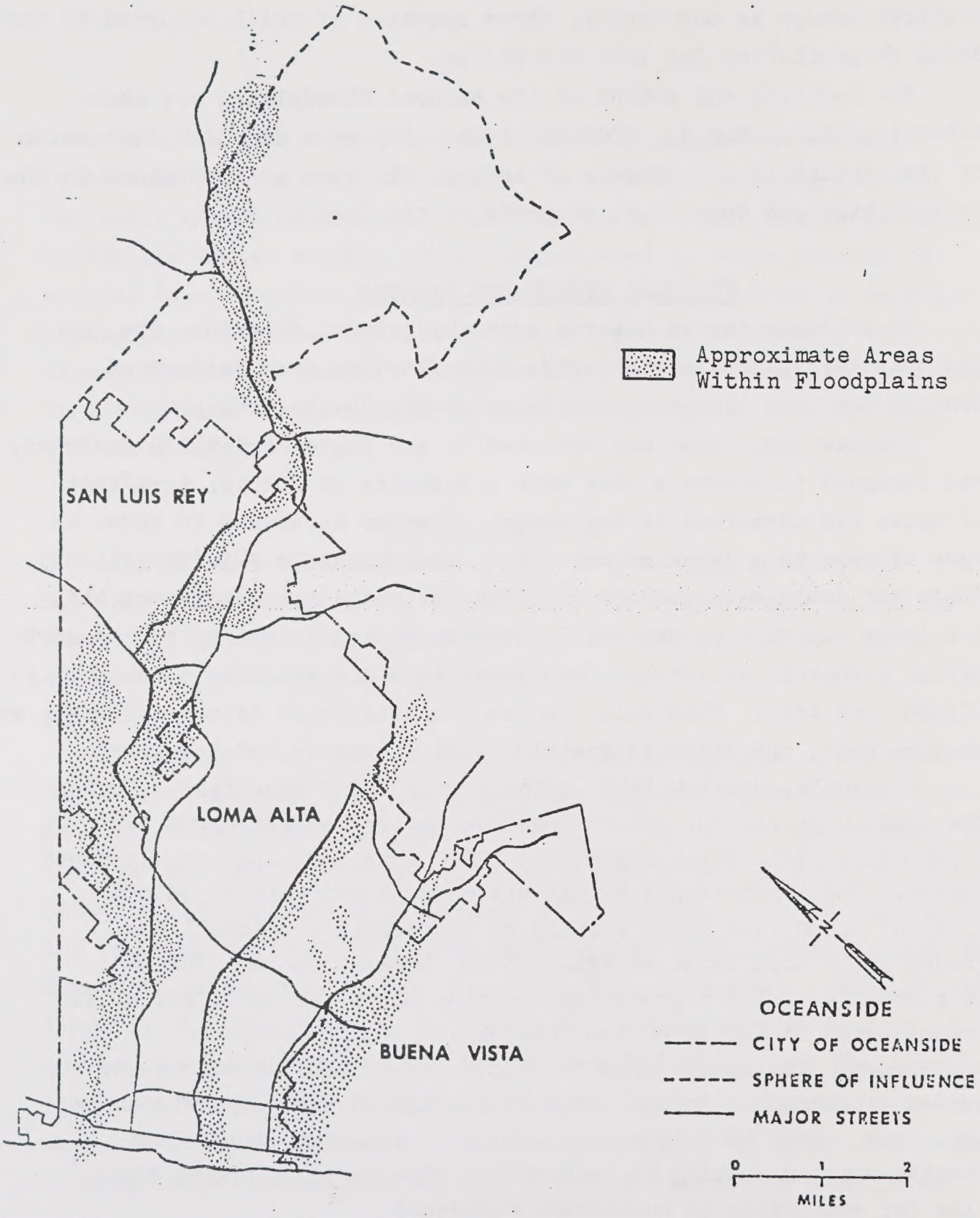
Henshaw Dam, owned and operated by the Vista Irrigation District, was designed to create a lake with a capacity of 203,581 acre/feet of water (an acre-foot is the amount of water necessary to cover an acre of area to a depth of one foot: approximately 325,850 gallons). Since the dam's construction in 1922, the State has determined that its large capacity is not really necessary, and according to the irrigation district, action has been taken to limit the lake's capacity to 50,000 acre feet. This will require reconstruction of the spillway, and pending this, the State is limiting capacity to 18,000 acre feet.

Presently, Henshaw Lake contains only 5.200 acre feet. During the last 10 years, the water level has varied between 2,000 and 50,000 acre feet, averaging about 11,600 acre feet over any 12-month period. The irrigation district attempts to maintain a minimum level of 3,000 acre feet, relying on the seasonal rainfall and ground water from about 25 wells in the Henshaw basin. The lake is generally at its highest level during March and April and at its lowest level in September and October.

Henshaw dam is an earthfill dam which is not subject to the sudden catastrophic failure usually associated with concrete arch-type dams Even if failure did occur, it would be of a slower, erosive type, resulting in less severe peak flows, allowing ample time for evacuation of downstream residents

Map 10 shows schematically the general area of the City which would be subject to flooding upon failure of Henshaw Dam from seismic activity or for any other reason (structural failure, sabotage, etc.).

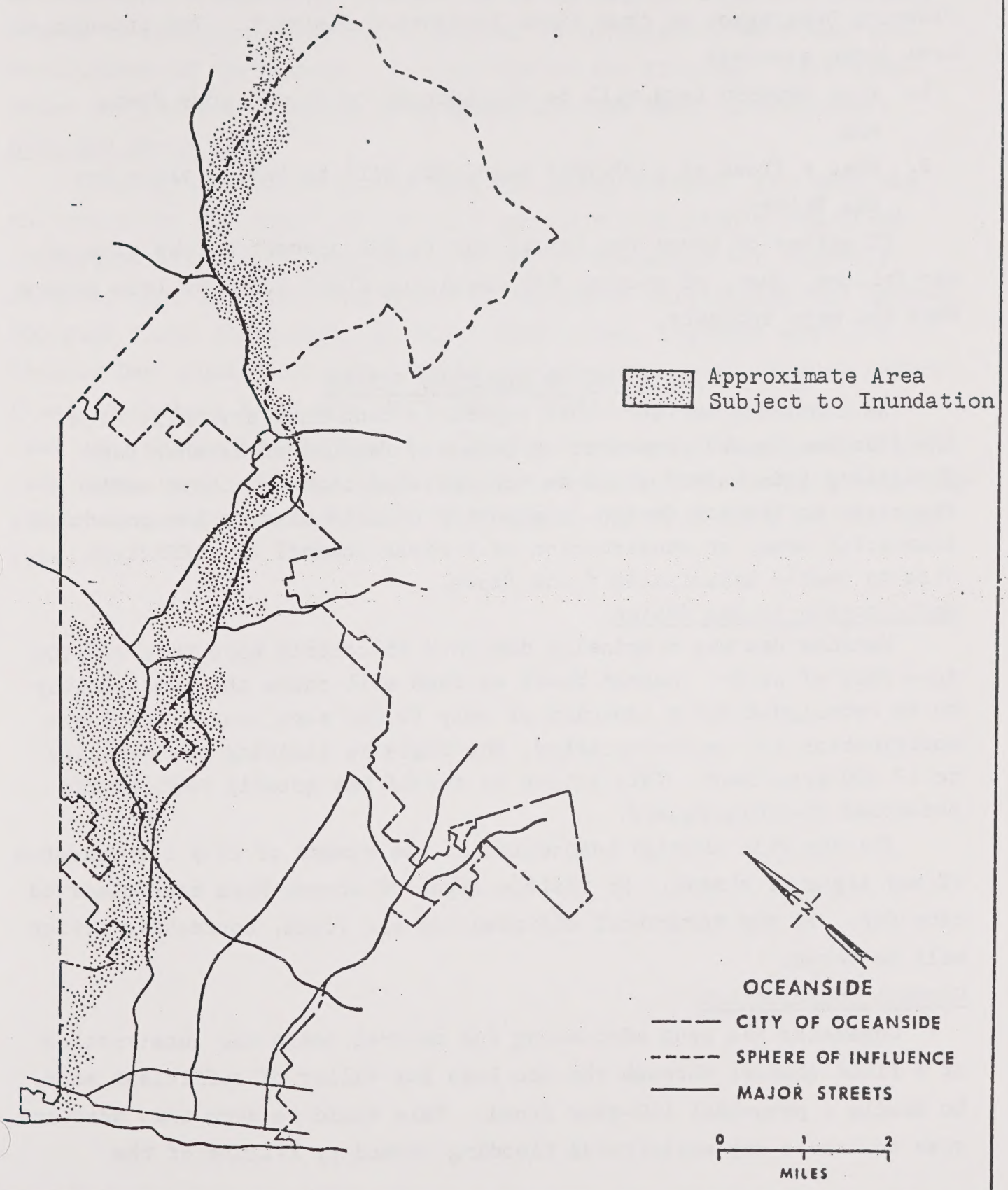
NATURAL FLOODPLAINS



Source: Oceanside Planning Department

MAP 9

INUNDATION MAP FOR HENSHAW DAM



Source: Vista Irrigation District

MAP 10

Detailed inundation maps are available for study at the Oceanside Planning Department or from Vista Irrigation District. The inundation area shown assumes:

1. that Henshaw Lake will be at capacity of 50,000 acre feet, and
2. that a flood of a 10-year magnitude will be taking place in the Valley.

If either of these two conditions is not present at the time of dam failure, then, of course, the resulting flood would be less severe than the maps indicate.

ABATEMENT OF FLOODING HAZARD

As mentioned earlier, this report is concerned primarily with the flooding hazard presented by possible failure of Henshaw Dam. Mitigating this hazard could be accomplished through either modifications to the dam design, regulation of land uses in the potential inundation area, or construction of a river channel of sufficient size to handle anticipated flood flows.

Modification to dam design

Henshaw Dam was originally designed to contain more than 200,000 acre feet of water. Recent State actions will cause the dam spillway to be redesigned for a capacity of only 50,000 acre feet. Until the modification can be accomplished, the State is limiting the capacity to 18,000 acre feet. This action in itself has greatly reduced the potential flooding hazard.

The dam will undergo inspection in the summer of 1975 for evidence of any signs of stress. No visible signs of stress have been observed thus far. If any structural deficiencies are found, corrective action will be taken.

Channel Construction

Oceanside has been advocating for several years the construction of a flood channel through the San Luis Rey Valley of sufficient size to handle a potential 100-year flood. This would be more than adequate size to handle any anticipated flooding caused by failure of the

Henshaw Dam. Presently, City policy is to require adjacent property owners to construct reasonable channel improvements concurrent with development of their land. An application for financial assistance under the Federal Economic Development Act has been contemplated.

Land Use Regulation

Pending completion of the proposed flood channel, the best way to reduce the potential of life and property loss within the flood inundation area is to regulate land uses. Oceanside has recently received maps from the Army Corps of Engineers delineating the natural 100-year flood plain and floodway. These maps, together with the Henshaw Dam inundation maps, should indicate the areas of most severe flood potential; i.e., the flood way. Within these areas, all urban land uses should be prohibited, allowing only agricultural and other open space uses. Within areas of less severe hazard, Group I buildings should be prohibited and other development should be of a low-density type.

Civil Disaster Preparedness

It is a grim fact of life that in spite of the preventive measures which may be taken by Oceanside, risk levels will never be reduced to zero. For this reason, the City is prepared to take the action necessary to minimize life and property damage.

EMERGENCY PLAN

On December 12, 1973, the City of Oceanside adopted an Emergency Plan, which forms the basis for the conduct and coordination of emergency operations within the City. The plan is designed to permit the City to respond to earthquakes, tsunamis, flood, fire, accident, civil disturbance, storm, pollution and epidemic. The plan has a threefold purpose:

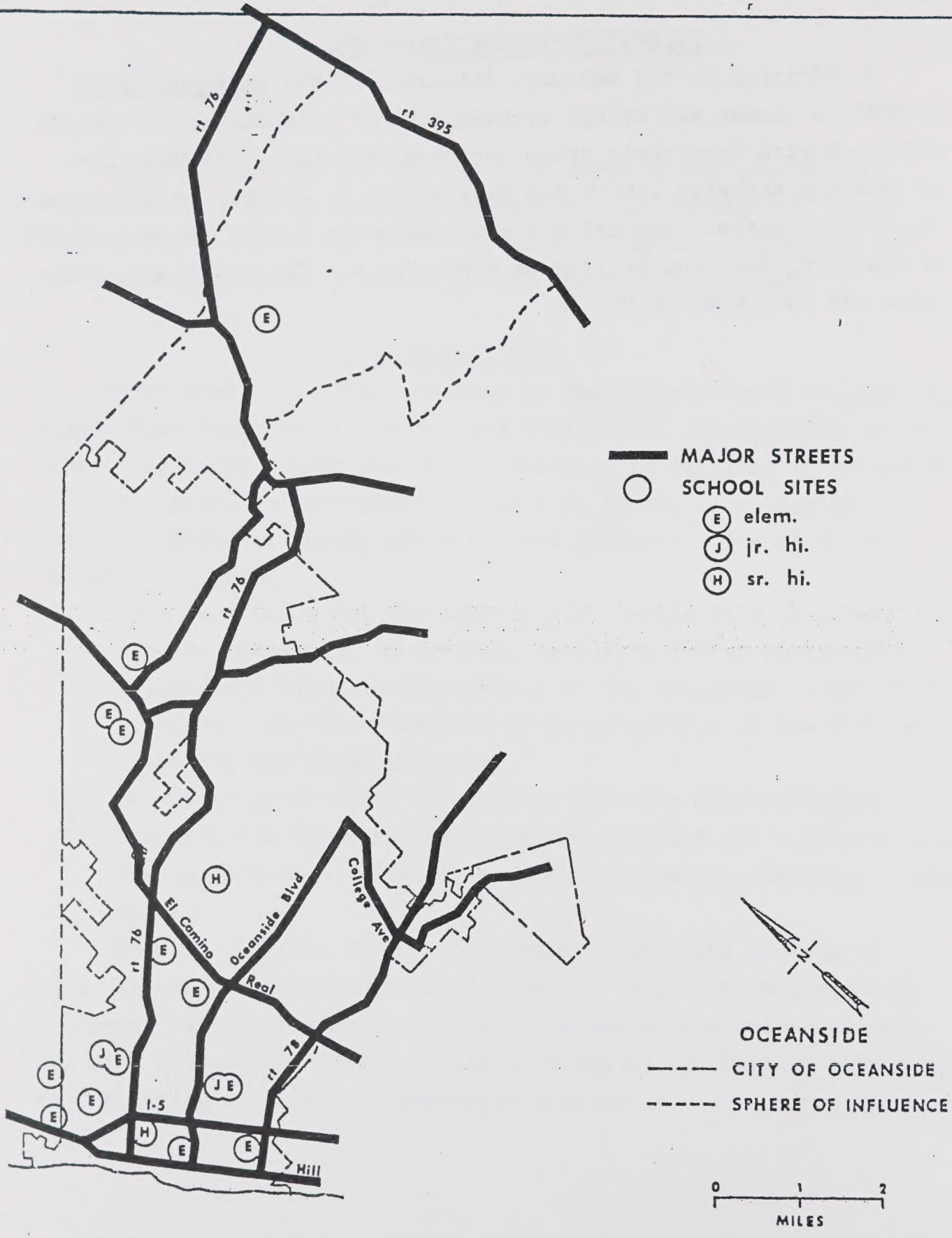
1. Provide a basis for the conduct and coordination of operations and the management of critical resources during emergencies.
2. Establish a mutual understanding of the authority, responsibility, functions, and operations of civil government in the City of Oceanside during an emergency.
3. Provide a basis for incorporating into the City emergency organization those non-governmental agencies and organizations having resources necessary to meet foreseeable emergency requirements.

The plan provides for specific organization and tasking of City departments for emergency situations. Manpower requirements, equipment levels, and provisions for communications and mutual aid are also addressed. Copies of the plan may be examined at either the City Planning or Building Department offices.

RELOCATION/EVACUATION ROUTES

In addition to the measures discussed in the Emergency Plan, relocation routes and refuge centers must be established for people who are forced from their homes during a disaster. The main thru streets and highways within the City would, of course, be the primary relocation routes. The schools would serve as refuge centers, capable of providing food and shelter to many people. The routes and school sites are indicated on Map 11.

RELOCATION ROUTES & REFUGE CENTERS



Source: Oceanside Planning Department

MAP 11

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NOISE ELEMENT

CITY OF OCEANSIDE, CALIFORNIA

Planning Department
City of Oceanside
August, 1974

Approved by:

Planning Commission
City of Oceanside
August 19, 1974
Resolution No. 74-P70

Adopted by:

City Council
City of Oceanside
September 25, 1974
Resolution No. 74-193

Michel A. Bedaux
Planning Director

City Hall
704 Third Street
Telephone: 722-8271

Oceanside, California 92054
August, 1974

Honorable Mayor and City Council
Chairman and Members of the
Planning Commission

SUBJECT: Letter of Transmittal - Noise Element

Pursuant to provisions of Chapter 1590, Article 5, Section 65302 (g) of the Government Code, the City of Oceanside is required to prepare and adopt a Noise Element of the General Plan by September 21, 1974.

The content of the Noise Element must be in quantitative, numerical terms showing contours of present and projected noise levels associated with all existing and proposed major transportation elements to include highways and freeways, ground rapid transit systems, and ground facilities associated with all airports operating under a permit from the State Department of Aeronautics.

We are pleased to submit to you this report, which I feel complies with the State requirements. The basic technical data contained in the report was taken from the Comprehensive Planning Organization's Environmental Noise Policy Study. Additional technical data has been developed for selected streets by the City of Oceanside's Traffic Engineer.

The report addresses itself to the governmental responsibility for noise control. It identifies various noise sources, health effects of noise on people, and identifies noise levels along various selected major City streets. The last three sections of the report establish desirable maximum noise levels, goal formation, and implementation.

The report, when adopted, will be a useful tool in land use decisions and development patterns along with major street systems which are subject to severe noise levels.

Included in the report is a model ordinance, which was prepared by the League of California Cities. This model ordinance might serve as a guide in preparation of a final Noise Control Ordinance, which must be adopted as part of the implementation process of the Noise Element.

Respectfully submitted,

MICHEL A. BEDAUX
Planning Director

MAB:pc

City Officials

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Howard T. Richardson - Mayor
John Frenzel - Vice Mayor
William Bell
Melvin J. Smith
Carl E. Pruitt

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Appendices A - E have not been included in this edition of the Noise Element. The Appendices are available for study at the offices of the Oceanside Planning Department or in copies of the Element at the Oceanside Public Library.

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Introduction to Noise Control

Noise has become an ever-present nuisance to our society. Its effects upon people's lives, their health and mental well being are beginning to show. More pressure is being applied to governmental agencies to control noise. Programs eliminating unnecessary noises, planning for areas where noise will not harm man and establishing standards for areas where noise cannot be avoided are being prepared and adopted at the Federal, State and local levels. The Noise Element of the City of Oceanside is devoted to these objectives.

GOVERNMENTAL RESPONSIBILITY

The responsibility of controlling noise pollution falls on the three levels of government: Federal, State and local. Governmental noise controls have historically been concerned with three types of noise generators: aircraft, motor vehicle, and general noise.

Federal

The Federal government controls aircraft noise by imposing regulations on aircraft through the Federal Aviation Administration (FAA) as recommended by the Environmental Protection Agency (EPA). Vehicle noise is controlled by the Federal Aid Highways Act which sets standards for maximum acceptable highway noise levels and by the Noise Control Act of 1972 (NCA) which regulates noise from surface carriers and motor vehicles engaged in interstate commerce. For general noise, the Walsh Healy Act has established noise standards for all Federal contracts. The National Occupational Safety and Health Act (OSHA) sets standards for noise to businesses engaged in interstate commerce, and NCA gives the EPA authority to set standards for new products such as construction equipment, transportation equipment, motors or engines, and electric/electronic equipment; they also have the power to label noise emitting or noise-abatement equipment.

State

At the State level, California can establish controls for aircraft noise on all aircraft operations not already pre-empted by the FAA. Motor vehicle noise is regulated by the State through the Motor Vehicle Code establishing noise standards for motor vehicle operation. The California Streets and Highways Code regulates freeway noises and the Harbor and Navigation Codes regulate noise emissions from motor boats in or near inland waterways. General noise control is under the enforcement of the Division of Industrial Safety which publishes noise regulations, the Penal Code which prohibits loud and unusual noise that disturbs the peace, and through the Environmental Quality Act, which encourages local agencies to control environmental quality.

Local

The responsibilities of local government serve to complete the controls upon noise sources. In the matter of aircraft noise, local government may impose curfews for airport operations but only if the local government is the airport proprietor. To control motor vehicle noise, the local authority may enact regulations for off-highway motor vehicles, refuse vehicles and sound trucks. They may also prohibit the use of certain highways to vehicles which generate undesirable noise levels. Noise in general may be regulated by ordinances which control (a) construction noise, (b) amplified sound, (c) fixed noise sources, (d) loud or unusual noise, (e) and all other noise sources where control is not pre-empted by State or Federal Law.

SCOPE OF THE NOISE ELEMENT

Control of general noise pollution has been assigned to the local level of government through the requirement of a noise element. and resulting implementation methods such as noise control ordinances. The California State Government Code Section 65302 (g) requires:

> "A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major trans-

portation elements. These include but are not limited to the following:

1. Highways and freeways.
2. Ground rapid transit systems.
3. Ground facilities associated with all airports operating under a permit from the State Department of Aeronautics.

These noise contours may be expressed in any standard acoustical scale which includes both the magnitude of noise and frequency of its occurrence. The recommended scale is sound Level A, as measured with A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24-hour period.

Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65dB (A). For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreational areas, the contours shall be continued down to 45dB (A).*

Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the General Plan.

The State, local or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the General Plan, a statement of the present and projected noise levels of the facility, and any information which was used in the development of such levels."

*Studies conducted after the approval of the State law show that noise associated with daily activity within such structures may be above the 45dB contour limits prescribed under Section 65302 of the California State Government Code for identification in the Noise Element. This conflict in identifying acceptable noise levels is the reason that 45dB contour lines have not been identified for hospital, rest homes, and long-term medical or mental care facilities in this report.

NOISE ELEMENT PREPARATION

The Noise Element proposed for the City of Oceanside has been prepared by using the base information made available by the

Comprehensive Planning Organization (CPO). Noise contour formulas used in the preparation of CPO's noise contour maps were developed for the San Diego Region by Wyle Laboratories. Maps prepared by CPO include noise contours for all Federal and State highways, railroads and airports. Using the formulas developed by Wyle Laboratories, additional noise contours have been prepared for all major streets within the City of Oceanside. This information has been used to design the proposed noise control ordinance.

Since noise levels have a definite effect on the human living environment, the Noise Element, when adopted, must be used for guidance when considering future land use designations or changes along major travel routes.

Understanding Noise

Noise is commonly defined as "unwanted sound." It is assumed that there is a difference between intrusive and desirable sounds. To understand noise in relationship to human response, refer to the scale in Figure 1. This scale establishes the relationship between common sounds and a scientific method of measuring sound, A-weighted sound levels, and their acceptability to the human ear.

The State legislation mandating the Noise Element calls for the plotting of 65 decibel (dB) noise contours. The 65dB contour was selected because this noise level is "generally considered conditionally compatible with unrestricted residential areas." In a report appearing in Public Works Magazine (Heer & Pavoni - Noise in the Urban Environment, October, 1971), 65dB is considered "moderately loud" and background noise levels in excess of 60 dB are found to interfere with even the raised voice speaking level. Another study, (Lamber, Dr. Robert - University of Minnesota, as reported in "Highway Department Buildings Experimental Sound Barrier" Public Works Magazine, October, 1971) suggests that sound levels above 50dB interfere with sleep. Sound attenuation for residential structures is reported to be about 17dB less with windows open and 25dB less with windows closed. It appears that if a sound level of 48dB ("Quiet") or lower is to be maintained, residential construction up to the 65dB contour line is acceptable (65dB-17 dB=48dB); however, residential construction within the 65dB contours would be undesirable unless specifically designed to reduce noise. Hospitals, convalescent homes, schools, churches, libraries, and other similar use buildings require specific consideration in the selection of locations and construction materials to maintain acceptable noise levels.

ACOUSTICAL SCALE**

	dBA*	
	—180—	
	—175—	
	—170—	
	—165—	
	—160—	
	—155—	
	—150—	
	—145—	
Sonic Boom	—140—	
	—135—	
	—130—	
Jet Takeoff at 200'	—125—	
	—120—	
	—115—	Discotheque
Motorcycle at 20'	—110—	
	—105—	Power Mower
	—100—	
Freight Train at 50'	—95—	Newspaper Press
Propeller Plane Fly-over at 1,000'	—90—	Food Blender — Hearing damage (8 hours)
	—85—	Electric Mixer
Freeway Traffic at 50'	—80—	Washing Machine; Alarm Clock; Garbage Disposal; Electric Can Opener
	—75—	Office with Tabulating Machines
Average Traffic at 100'	—70—	Vacuum Cleaner; Portable Fan
	—65—	Electric Typewriter at 10'
	—60—	Dishwasher Rinse at 10'; Air Conditioning Unit
	—55—	
	—50—	Normal Conversation at 12'
Light Traffic at 100'	—45—	Refrigerator
	—40—	
	—35—	Library
	—30—	
	—25—	
	—20—	Motion Picture Studio
	—15—	
	—10—	Leaves Rusting
	—5—	
	—0—	

** Source: Los Angeles County General Plan, Noise Element

* The unit of sound is the decibel (dB). The loudness of sound is typically measured using a sound meter, the A-Scale of which corresponds closely to the way the human ear perceives sound.[2] Thus the sound level for noise evaluations is frequently expressed in dBA.

Table 1

NOISE SOURCES*

Noise levels have steadily increased over the past thirty years. The growth of commercial aviation, the additional freeways and auto traffic and the popularity of recreational vehicles and outdoor home appliances have all contributed to increased noise levels of 10 to 30dB. The sources of noise can be classified in two categories:

(1) Constant Level Noise Events
(2) Intermittent Single Noise Events

CONSTANT LEVEL NOISE EVENTS

Constant level noise events are those noises which increase the outdoor noise level above the residential noise level for a considerable period of time and increase background noise levels within an area. Noise level ranges for cities and suburbs are as follows:

	Day	Night
Cities	64-80dB	55-75dB
Suburbs	44-59dB	38-50dB

The increase in noise levels are due to the constant noise of air conditioners, industrial equipment, construction site activity, and street traffic or other sources which emit constant noise.

INTERMITTENT SINGLE EVENT NOISE

Intermittent single event noises are those noises that raise the outdoor noise level above the residential noise level for short periods of time. Such noise may be caused by a four-engine Turbofan Jet Aircraft (100dB (A)) landing near a residential area, a garbage truck (84dB (A)), an automobile (74dB (A)) on a residential street, children at play (44dB (A)) or a dog barking (60dB (A)).

Reaction to noise is subjective; there is a wide variation in the sensitivity of different individuals to noise. Also, a noise which may be considered unacceptable in a residential area may be quite acceptable in an industrial park. Thus, the content in which

---

* Noise sources and the effects of noise on health are taken from CPO's report-Environmental Noise Policy Study.

the noise is heard and not just the noise itself is important in the determination of noise as "unwanted" sound.

THE HEALTH EFFECT OF NOISE ON PEOPLE*

Noise has several characteristics in common with other environmental pollutants. First, the effects of noise, whether biological, psychological, or sociological vary widely. At one end of the spectrum is the noise of explosions capable of destroying sensory receptors of the ear, and at the other, annoyance and impairment of task performance. Secondly, due to this wide range it is difficult to accurately identify the link between different levels of noise and their effects. The physiological effects of noise are understood best.

PHYSIOLOGICAL/BIOLOGICAL EFFECTS

Ear Damage

Using anatomical methods applied to groups of experimental animals and humans with a terminal illness, scientists have measured the extent of damage to the eardrum and the receptor organ of the inner ear (Organ of Corti). Excessive exposure to noise can result in the destruction of hair cells on the Organ of Corti and thus a loss of hearing. Other effects range from mild structural distortions to partial collapse or complete degeneration. In all cases the receptor cells are highly specialized sensory tissue, and once destroyed, can never be regenerated.

Hearing Loss

Hearing loss can be of a temporary or permanent nature. It is measured by determining the intensity level of the faintest tone an individual can hear (threshold level) prior to his exposure to a noise, and then comparing this level with that measured after his exposure. The difference is called a threshold shift.

If a threshold shift diminishes after the termination of the noise, it is said to be temporary. Generally, A-weighted sound levels must exceed 60 to 80dB (A) before a person will experience a temporary threshold shift even when exposures last as long as 8 to 16 hours.

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* This section in its entirety has been extracted (excluding footnotes) from the CPO report Environmental Noise Policy Study which relied heavily on Environmental Protection Agency data.

The greater the noise exposure and intensity, the more rapid the threshold shifts. Severe exposures can produce compound threshold shifts, whereby a part of the hearing loss is permanent. Repeated exposures on a near daily basis over a period of many years may result in the cumulation of permanent damage as the ear becomes less and less able to recover from the temporary threshold shift present at the end of each day. Frequent exposures of sufficient duration to noises with A-weighted sound levels greater than 70-80dB (A) may be a cause of the common loss of hearing with increased age.

Sleep Interference

Sleep is necessary to insure health and the normal functioning of the body. Sleep occurs in a series of stages or phases. Depending on one's stage of development (child, adolescent, adult, etc.) the proportion of time spent in any one phase varies; but in all cases the elimination or interference with certain phases of sleep on a regular basis may prove hazardous to health. Noise can serve to interfere with sleep by either awakening a person or causing shifts from one sleep phase to another. Brief sounds of sufficient intensity (48dB (A) or greater) and fluctuating noise levels have been shown to alter the sleep pattern to lighter sleep and hence poorer sleep. Research indicates that when people are exposed to a great deal of noise, they will complain of sleep loss and suffer a reduction in their feeling of wellbeing. Regular interruptions of sleep by noise may prove a health hazard both physically and mentally.

Non Auditory Physiological Responses

Loud and unexpected noises can cause a startling reaction in an individual, resulting in a temporary increase in blood pressure, and a decrease in digestive activity. Colitis, high blood pressure, migraine headaches and nervous disorders can be caused by noise. Furthermore, it has been found that noise will perpetuate a disease of a patient after it has developed, thus prolonging the convalescence of a sick individual. Noise exposure may cause fatigue, irritability, or insomnia in some individuals, but quantitative evidence is unclear.

PHYSIOLOGICAL AND SOCIOLOGICAL EFFECTS

The unacceptability of noise or the degree of annoyance has been found to correlate positively with:

- An increase in the noise level over 50dB (A).

- The interruption of recreational activity.
- The unpredictability of the noise.

When individuals are forced to interrupt their activities, due to aircraft or construction sound for example, that sound is unwanted and thus noise, even though it may not be directly harmful physiologically, is annoying. However, symptoms such as headache, insomnia, and nervousness have been associated with noise annoyance. Therefore, there are some indirect physical effects.

Findings of community surveys reveal that a majority of citizens when subjected to a noise sufficient to produce a normalized Community Noise Equivalent Level (CNEL) of 81dB, would be annoyed and expected to produce a vigorous community reaction (legal action, for instance.) They also show that a small but significant percentage of the population is still very much annoyed at the CNEL 55dB value, even where no concerted community reaction would be expected.

OTHER EFFECTS

Speech Interference

The interference of noise with wanted sounds is called masking. A common example is the masking of speech by noise. If speech is entirely blotted out by a noise, it is said to be below the threshold of detectability. If it is audible, but indistinct, then speech is said to be above the threshold of detectability. Using these threshold levels, scientists have determined tha maximum noise levels under which a normal conversation may be heard:

- Personal conversation — At 5 ft. - 60dB or less
- Group conversation — At 5-12 ft. - 50-60dB or less
- Public meetings - Parks — At 12-30 fe. - 45-55 dB or less

Task Interference

Obviously, when a task requires the use of speech or other sounds, the masking of such sounds will substantially interfere with task performance. But in addition, tasks which do not require the use of sounds are hampered by noise. Studies of noise effects on the performance of tasks not dependent on auditory signals have reached the following conclusions:

- Complex and sensitive tasks may be adversely affected by noise at levels of 55dB (A) or greater.

- Steady noises without special meaning do not seem to interfere with task performance unless the noise level exceeds 90dB (A).
- Irregular bursts of noise are more disruptive than steady noises at noise levels near 75dB (A).
- Noise is more likely to reduce the accuracy of work than the total quantity of work.

See Table 1 below for a summary of the effects of different levels of noise.

ESTIMATES OF MAGNITUDES OF NOISE EFFECTS (In db(A))

	Moderate	Appreciable
Hearing damage	70	90
Speech interference	45	60
Sleep Interference	40	70
Physiological stress	*	90
Startle	*	110
Annoyance	40	60
Task interference	55	75

Table 2

Noise Level Identification in Oceanside

The noise evaluation scale used by CPO for the regional Noise Element and in turn used in the preparation of the Oceanside Noise Element is the Day-Night Average Sound Level scale, L_{dn}, which has been deemed most appropriate in response to the requirements of the California State Code. The selection of the L_{dn} scale was based on the following facts:

1. It is essentially similar to the presently used CNEL scale for description of airport noise, though slightly simpler in its computation. It can be shown that the estimated L_{dn} and CNEL contours for airports will agree within L_{10}.
2. L_{dn} is the scale recommended by Wyle Research for the description of the cumulative noise emitted by railroad operations.
3. The methodology developed for assessment of highway traffic noise in terms of L_{dn} has been designed to be compatible with the L_{10} method (the A-weighted noise level exceeded 10 percent of the time during peak traffic flow periods) presently under use by CALTRANS. This methodology allows computation of both L_{dn} and L_{10} values, given the same input parameters, and using the same noise prediction curves.
4. The L_{dn} rating scale is the method that has been recommended by the Environmental Protection Agency for use in the description of cumulative noise from all environmental noise sources.

The CPO formula is presented in Appendix C. This appendix explains the methodology used in establishing noise contour lines. The results of the mathematical plotting of noise have been checked by metering machine to verify its accuracy.

NOISE LEVEL IDENTIFICATION

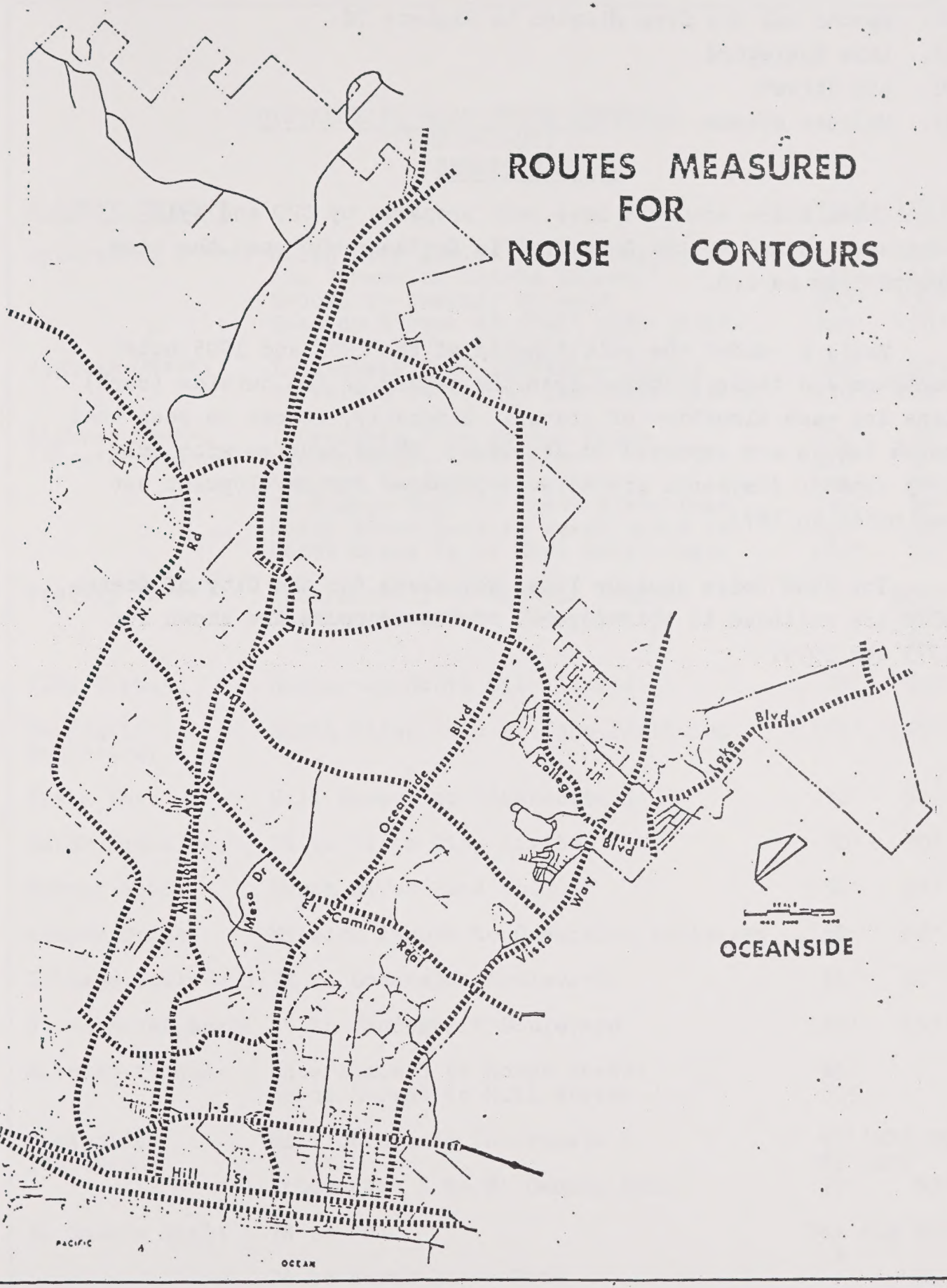
State Law mandating the Noise Element requires the identification of noise contours for fixed sources; i.e. airports, highways, and railroads. These measurements are required because noise levels are the highest and most troublesome near sources that continually emit noise due to their constant activity - primarily transportation facilities. In the future these sources could have increased noise levels as a result of increased traffic associated with higher population levels, thus the need to project noise levels and contours to 1995. Contour mapping for 1973 and 1995 shows, however, that noise levels are usually less, due to State laws requiring a gradual reduction in allowable noise from individual motor vehicles.

In the City of Oceanside, noise contours have been plotted for the following sources (see map 1, page 14).

1. Oceanside Airport
2. Interstate 5 from Camp Pendleton to the Buena Vista Lagoon
3. State Highway 78 from Interstate 5 to Vista City limits
4. State Highway 76 from Interstate 5 to East City limits

4a. State Highway 76 (freeway)

5. Santa Fe Railroad from Camp Pendleton to the Buena Vista Lagoon
6. Santa Fe Railroad spur from the main line to Vista City limits
7. Hill Street from Camp Pendleton to south City limits
8. Vandegrift Boulevard from N. River Road to Camp Pendleton
9. Vista Way from Hill Street to Interstate 5
10. N. Santa Fe from State Highway 76 to Vista City limits
11. Murray Road from N. River Road to State Highway 76
12. Canyon Drive from N. River Road to Oceanside Boulevard
13. College Boulevard from Lake Boulevard to Mission Avenue
14. N. River Road from Canyon Drive to Vandegrift Boulevard
15. Mission Avenue from Interstate 5 to Hill Street
16. Oceanside Boulevard from Hill Street to Melrose
17. El Camino Real from State Highway 78 to N. River Road.


ROUTES MEASURED
FOR
NOISE CONTOURS
N. River Rd
Oceanside Blvd
College Blvd
Lake Blvd
Mission Ave
Mesa Dr
El Camino Real
Vista Way
I-5
Hill St
PACIFIC OCEAN
OCEANSIDE

Map 1

18. Rancho del Oro from Mission to Highway 78
19. Lake Boulevard
20. 4th Street
21. Melrose Avenue

NOISE CONTOURS

These noise contours have been prepared by CPO and Wyle Laboratories and by the City Traffic Engineer who used the same methodology as CPO.

Table 2 shows the relationship of the 1973 and 1995 noise contours and their distance from the center of the outside (curb) lane for each direction of travel. Generally, it can be seen that noise levels are expected to decrease. Those sources with only 1995 contour distances are streets proposed for development but not built in 1973.

The 65dB noise contour lines key areas for the City of Oceanside are included in this report. Noise contours are shown for 1973 and 1995.

DISTANCE TO 65dB NOISE CONTOURS
(1973-1995)

ROADWAY SEGMENT		1973*	1995**
Interstate 5 ***:	North City limits to 4th Street	390'	300'
	4th Street to Brooks Street	415'	315'
	Brooks to Cassidy Streets	450'	300'
	Cassidy Street to South City limits	340'	290'
Highway 78***:	Interstate 5 to Jefferson Street	190'	180'
	Jefferson Street to East City limits	250'	225'
Highway 76***: (Mission Avenue)	Interstate 5 to Canyon Drive	300'	125'
	Canyon Drive to Airport	210'	60'
	Airport to El Camino Real	200'	50'
	El Camino Real to North River Road	150'	50'
	North River Road to North Santa Fe	130'	50'
	North Santa Fe to East City limits	150'	50'
Freeway 76***:	Interstate 5 to Mission Avenue		200'
	Mission Avenue to City limits		200' (EB) 150' (WB)
Hill Street:	Harbor to South City limits	75'	50'
Vandegrift Boulevard:	North River Road to Camp Pendleton	160'	125'
Vista Way:	Hill Street to Interstate 5	50'	50'
North Santa Fe:	76 to Vista City limits	50'	90'
Murray Road:	North River Road to 76	50'	75'
Canyon Drive:	Mission Avenue to Oceanside Boulevard	50'	50'
College Boulevard:	78 to Oceanside Boulevard	50'	50'
North River Road:	76 to Vandegrift Boulevard	160'	125'
Mission Avenue:	Interstate 5 to Horne Street	85'	
	Horne Street to Hill Street	50'	
Oceanside Boulevard:	Hill Street to Interstate 5	85' (WB) 65' (EB)	50'
	Interstate 5 to El Camino Real	75'	50'
El Camino Real:	78 to 76	See Fig 3	50-85'
	76 to North River Road		50'

Table 3

ROADWAY SEGMENT		1973*	1995**
College Boulevard:	Oceanside Boulevard to Mission Avenue		50'
Oceanside Boulevard:	El Camino Real to College Boulevard	95'	
	El Camino Real to Melrose Avenue		75'
North River Road:	Golf Course to Canyon Drive		90'
Rancho del Oro:	Mission Avenue to Vista Way		50'
Lake Boulevard:	College Boulevard to Melrose Avenue		75'
Fourth Street:	Canyon Drive to Hill Street		50'
Melrose Avenue:	76 to Lake Boulevard		95'

* Noise levels based upon 1973 Traffic volumes and roadway configurations. The distance to the 65dB noise contour is measured from the center of the outside (curb) lane in each direction of travel, and is the same for each direction unless noted.

** Noise levels shown above are based upon projected 1995 traffic volumes, and roadway configuration shown on the City of Oceanside Major Street Plan 1967. Date: 11/14/73

*** Noise volumes of freeways and highways made by CPO in 1973.

Table 3

1973 65dBA NOISE CONTOURS
EL CAMINO REAL - HIGHWAY 78 TO HIGHWAY 76

El Camino Real was selected for a detailed noise contour analysis because it is designated as a primer arterial and traverses numerous grades exceeding 6 percent. The CPO Noise Study indicates that short, severe grades exceeding 6 percent have a significant impact in noise propagation. The chart below shows the distance from the centerline of the easternmost (E) lane or westernmost (W) lane to the 65dB noise contour.

Street Intersections	Distance to 65dB (in Feet) E	W
Vista Way to Via Las Rosas	125	75
Via Las Rosas to Fire Mountain/Skyline	75	75
Fire Mountain/Skyline to Railroad crossing	75	125
Railroad crossing to past Oceanside Blvd.	75-125	75
Past Oceanside Blvd. to Mesa Drive East	75	125
Mesa Drive East to Mesa Drive West	80	75
Mesa Drive West to before Vista Oceana	125	75
Before Vista Oceana to Vista Oceana	95-75	75-95
Vista Oceana to Vista Rey	75	85
Vista Rey to Mission	75	80-85

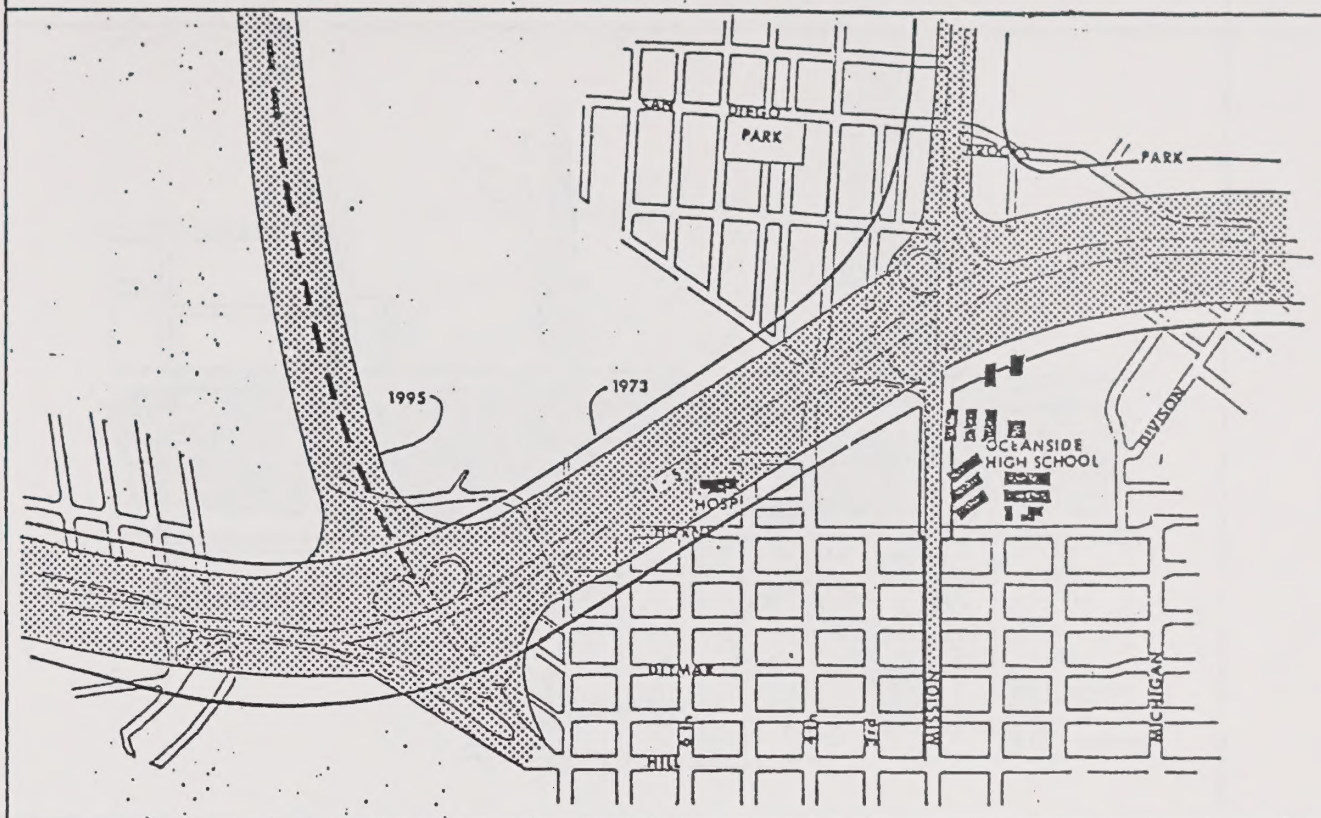
Table 4

NOISE CONTOUR MAPS

As already stated, noise contours have been mapped for 1973 and 1995. To understand the areas impacted by noise, 11 selected maps have been prepared and are included in this report. Each map shows the 65dB contour line for 1973 and 1995. The area between the 65dB contour lines experiences noises greater than 65dB. For areas where the impact of noise is of specific concern (hospitals, airports), contour lines have been developed to levels lower than the 65dB.

As a result of the 1973 and 1995 noise contour mapping, the following conclusion can be made: Noise impact areas are expected to decrease as State controls on motor vehicle noise come into effect, regardless of the expected increases in vehicular traffic. Detailed noise contours, maps at 800 and 1000 scale showing 1973 and 1995 projected noise contours for freeways, major streets, railroads and airport areas in the City of Oceanside are on file in the Planning Department.

INTERSTATE-5 & MISSION AVE



INTERSTATE 5, HIGHWAY 76
MISSION AVENUE, FREEWAY 76

Noise contours (65dBA) are shown by the heavy black line for 1973. The 1995 noise contours (65dBA) are the shaded areas. As can be seen from the map, the 1995 noise contours are expected to be lower.

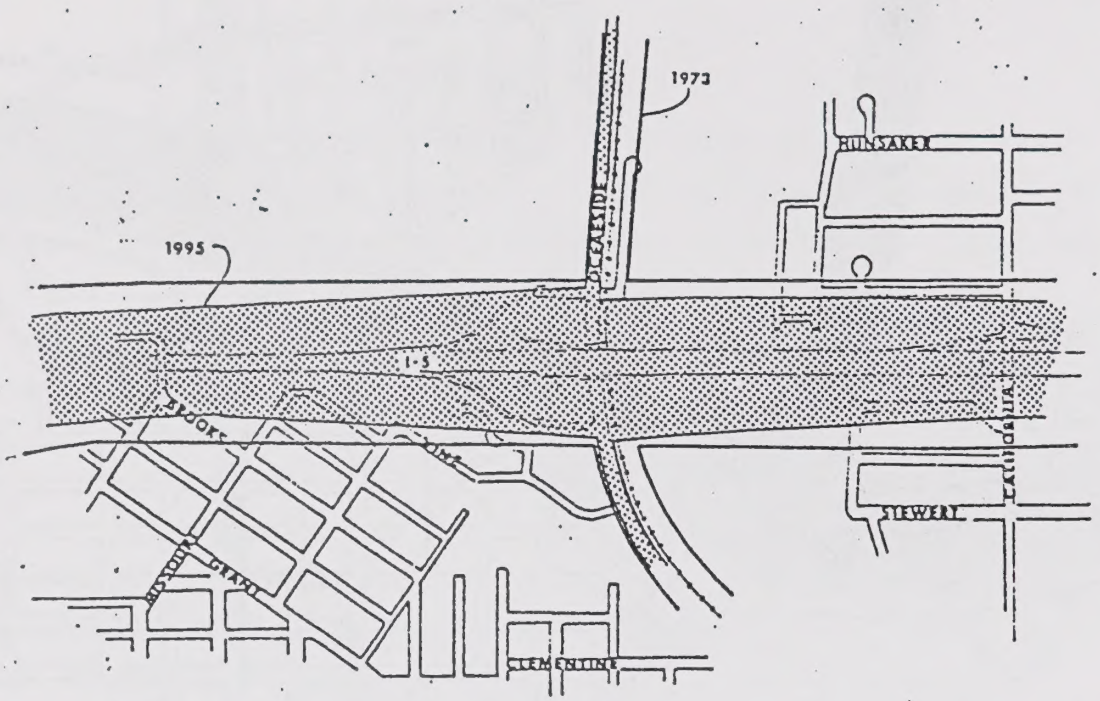
Substantial change is expected along Mission Avenue with the construction of Freeway 76 and resultant traffic volume changes.

Oceanside Hospital is impacted by noise according to the mathematical formulas used. Inspection of the site shows questionable validity to the existing noise contours. This condition may be due to the deep cut the freeway follows and the location of the hospital over the ridge line.

All of the existing classroom buildings of Oceanside High School are outside the 1973 and 1995 contours. Only sections of the music and gym buildings are within the contours.

Map 2

OCEANSIDE BLVD & I-5



OCEANSIDE BLVD., INTERSTATE 5
ESCONDIDO SPUR AT AT&SF RAILROAD

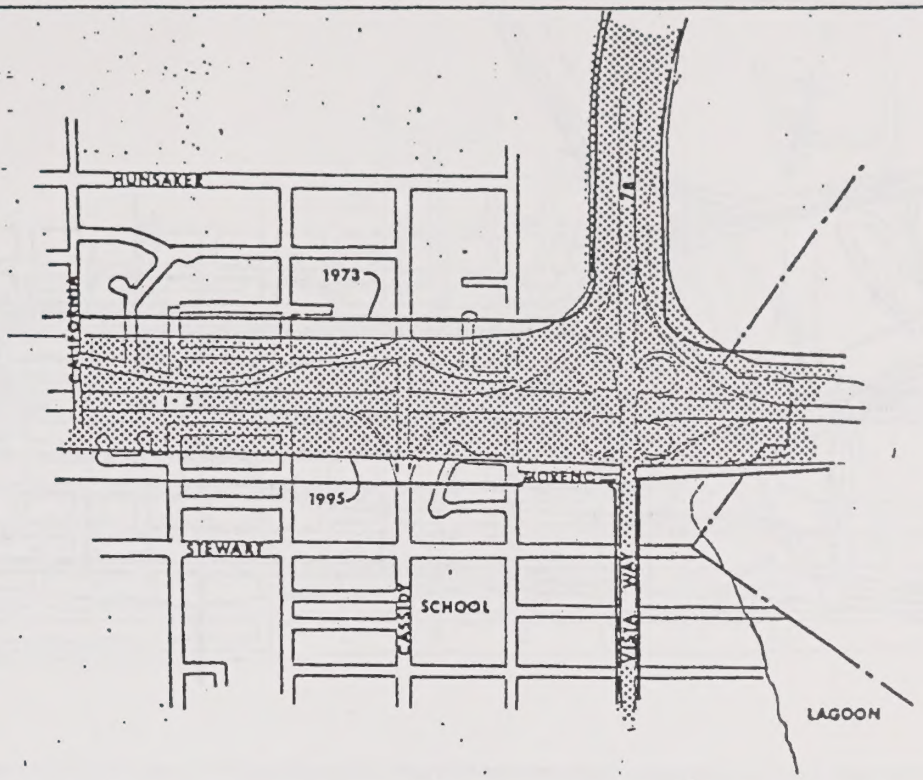
1973 65dBA contours are shown as the heavy black lines. 1995 65dBA noise levels are within the shaded area. This map shows the expected decrease in the 65dBA noise levels due to State implementation of noise control.

Noise contours for 1995 along the railroad right-of-way were unavailable for this report.

Several homes along this section of the freeway near California Street are presently within the 65dBA contour. By 1995 only those directly adjacent to the freeway will be impacted.

Map 3

VISTA WAY & I-5



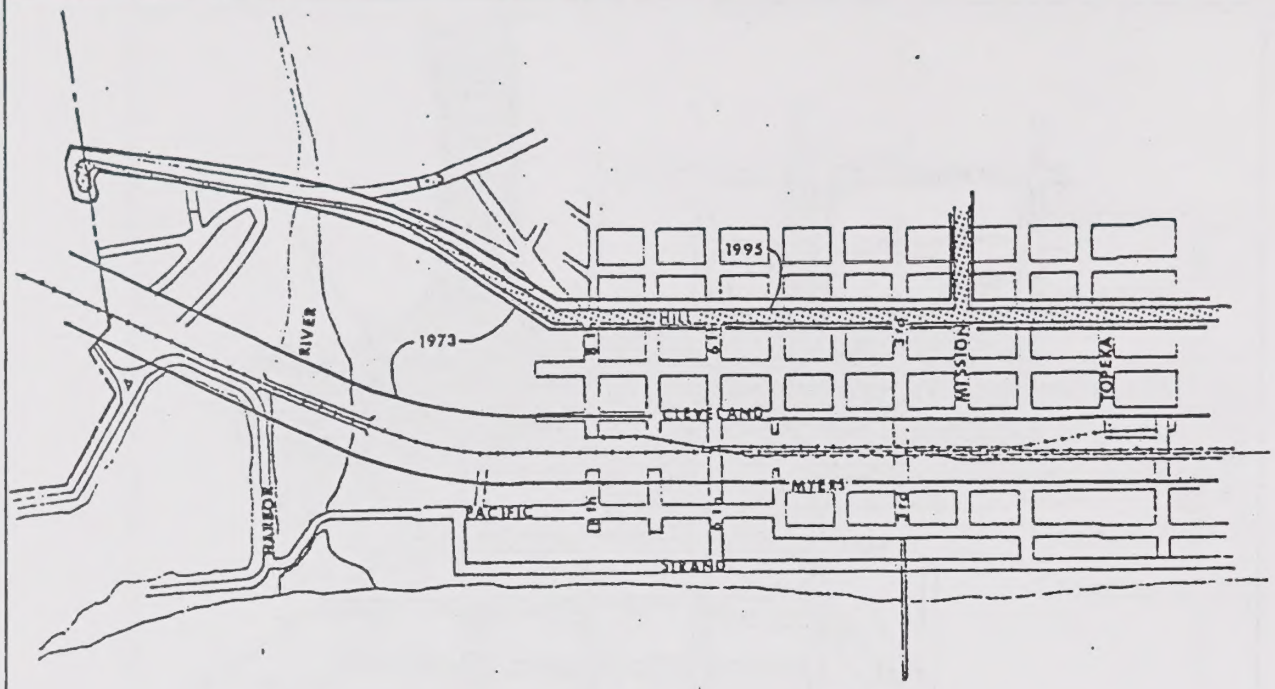
INTERSTATE 5, VISTA WAY
HIGHWAY 76

Noise contours for 1995 are expected to decrease from the 1973 contour areas (1973 area - black line; 1995 - shaded areas).

Numerous homes in this area are presently impacted and several will continue to be even after 1995. Existing vacant land should be encouraged to develop in nonresidential uses more compatible with the freeway environment.

Map 4

HILL ST & ATSF RAILROAD



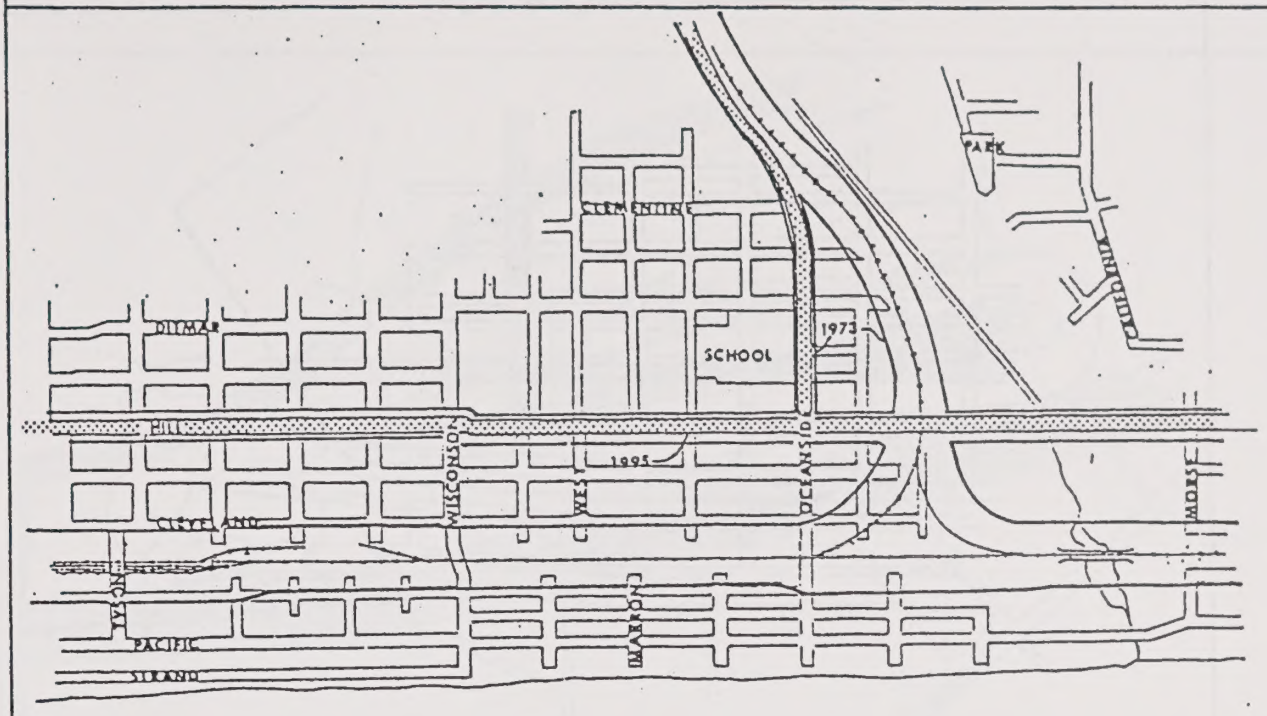
HILL STREET & AT & SF RAILROAD

1973 and 1995 65dBA noise contours are shown for the downtown area of Oceanside from the Harbor to Topeka St. Noise levels for Hill Street are expected to decline as State noise enforcement comes into effect. Noise contours for 1995 are not available for the Main Line of the railroad.

New noise contours will be applicable after the possible lowering of the railroad tracks and/or the establishment of a high-speed rail line through Oceanside. Noise projections after the lowering of the railroad will be a part of the Railroad Lowering Feasibility Study presently being prepared by consultants.

Map 5

HILL ST ATSF RR & OCEANSIDE BLVD

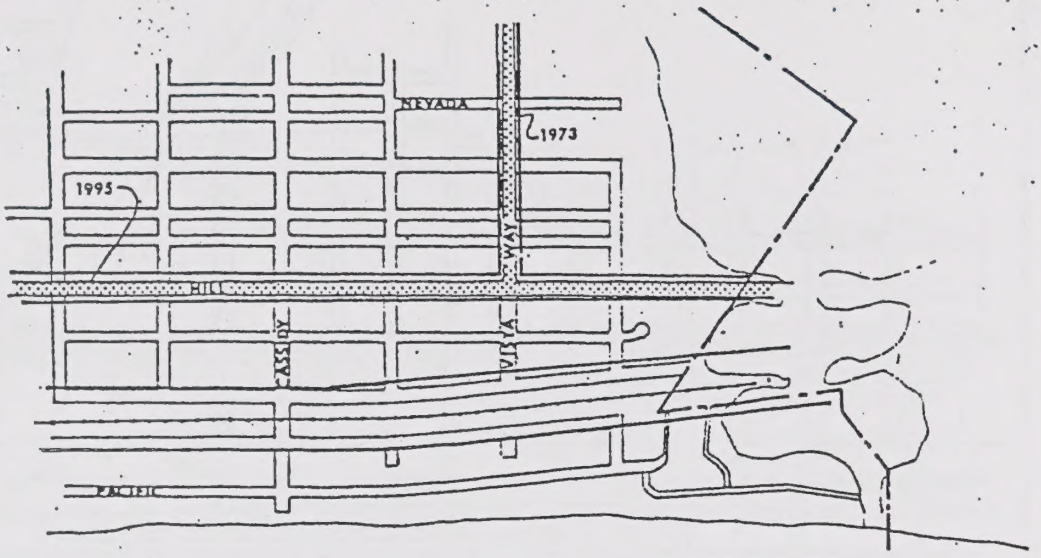


HILL STREET, AT & SF RAILROAD
AND OCEANSIDE BLVD.

Noise levels are expected to decrease along both Hill Street and Oceanside Boulevard. 1995 railroad noise contours are unavailable.

Map 6

HILL ST, RR & VISTA WAY

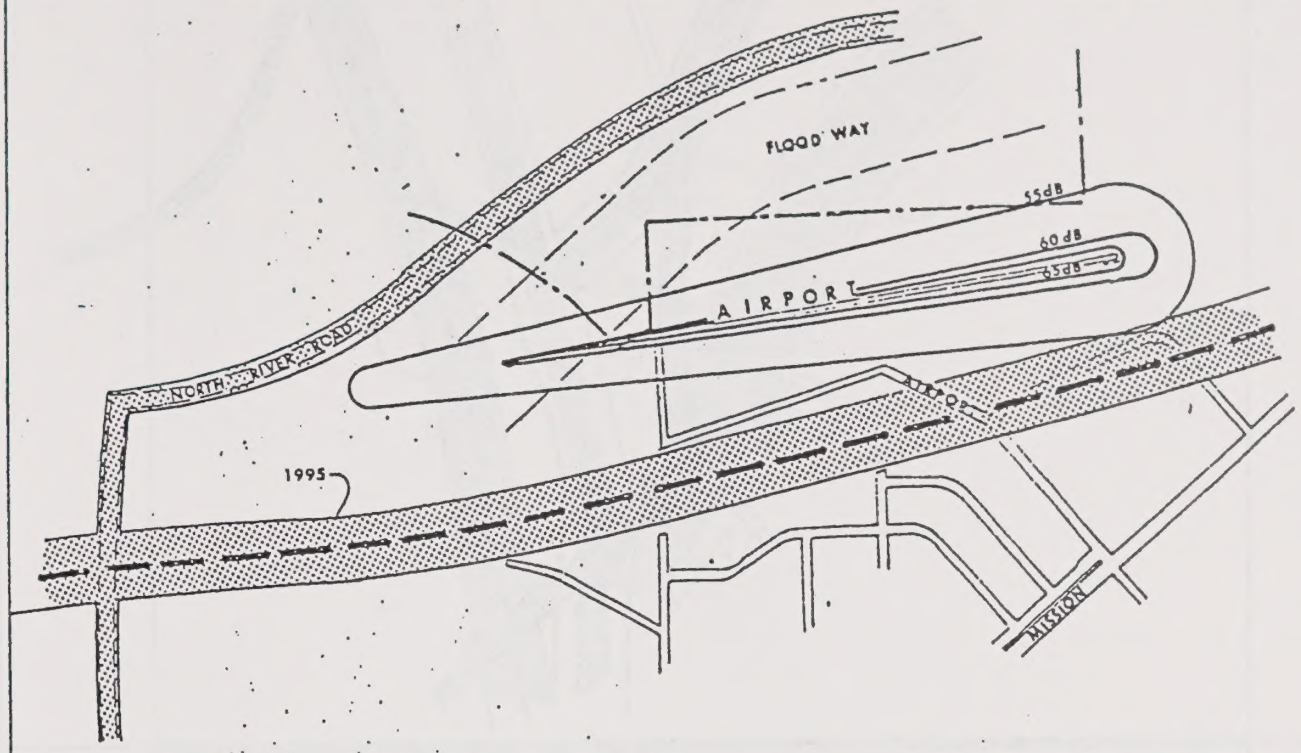


HILL STREET, AT & SF RAILROAD,
VISTA WAY

1973 noise levels along the railroad right-of-way are generally to the nearest property lines of adjacent property because 1995 levels cannot be predicted at this time since sufficient date is unavailable.

Map 7

AIRPORT



OCEANSIDE AIRPORT, FREEWAY 76, NORTH RIVER ROAD

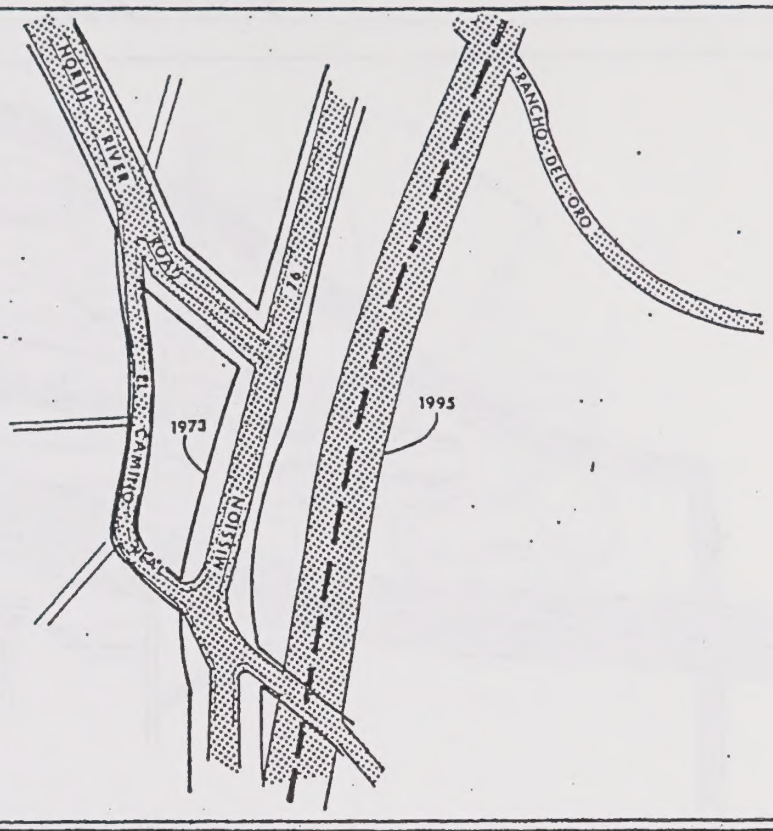
Contour lines are shown for Oceanside Airport as black lines. 65, 60 and 55dBA contours have been established by CPO for 1973. Data for 1995 predictions are not available.

1995 65dBA contour lines are shown for Freeway 76 (heavy broken line) and the extension of North River Road. Prediction of these noise contour lines have been made by CPO (Freeway 76) and by the Oceanside Traffic Engineer.

Land uses in this area are primarily industrial, therefore, the impact of the airport and future freeway is minimal.

Map 8

EL CAMINO & 76 (MISSION)

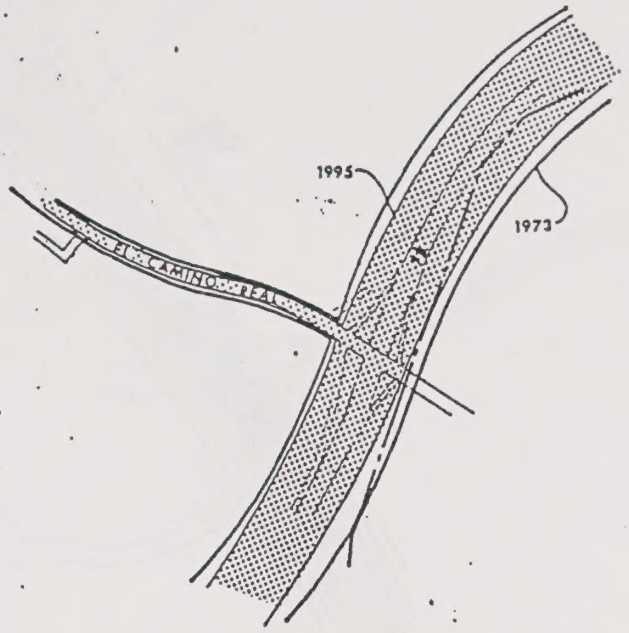


EL CAMINO REAL, MISSION AVENUE,
FREEWAY 76, NORTH RIVER ROAD,
AND RANCHO DEL ORO

1973 noise contours for North River Road and Mission Avenue are substantially higher than the 1995 65dBA projections. This may be due in part to the construction of Freeway 76 (broken heavy line). Land uses along Freeway 76 will have to be planned to be compatible with noise generated by the traffic. In this area, for instance, the narrow strip between Mission Avenue and the Freeway has been planned for commercial uses.

Map 9

EL CAMINO & 78

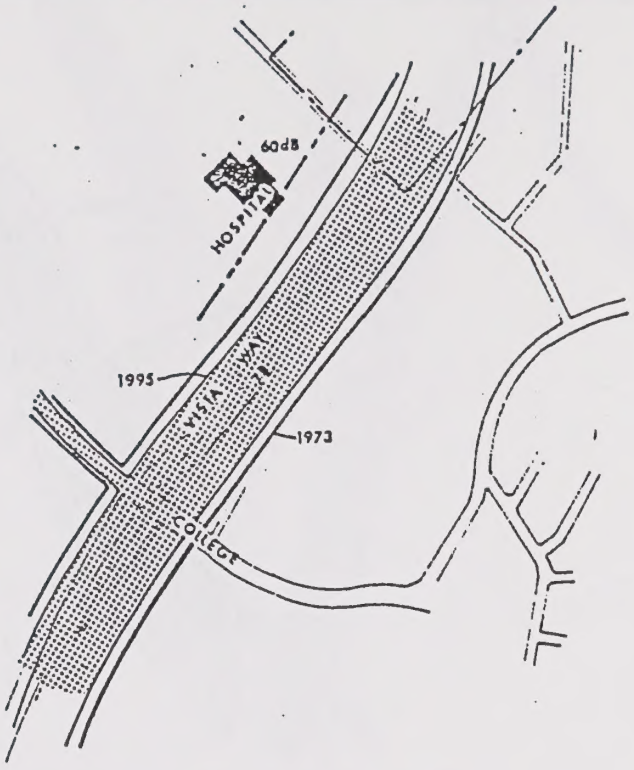


EL CAMINO REAL AND FREEWAY 78

Noise contours are expected to decrease along both routes. The 1995 decrease on El Camino Real reflects changes in the noise controls imposed upon motor vehicles even though its route northerly is a severe grade which produces additional vehicular noise.

Map 10

TRI-CITY HOSPITAL

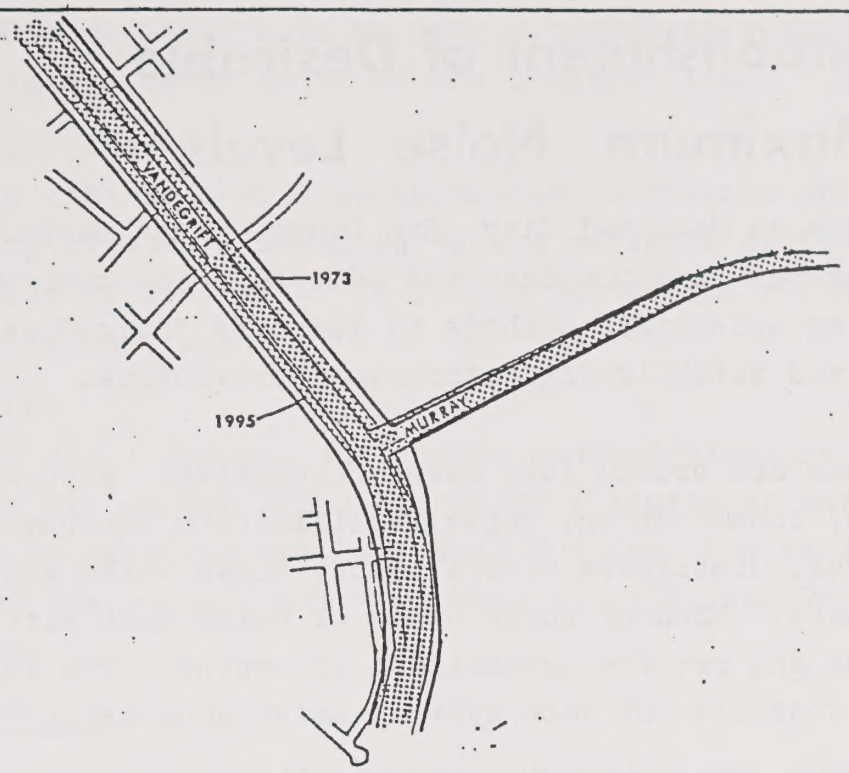


VISTA WAY, FREEWAY 78,
COLLEGE BLVD. AND THE TRI-CITY HOSPITAL

The identification of noise levels around health care facilities is of primary concern. The broken line is the 60dBA contour line which bisects the hospital site; however, the existing buildings are not within this line. Future construction should be kept north of this line and, when feasible, opening windows should not be located on the south side of buildings.

Map 11

VANDEGRIFT & MURRAY



VANDEGRIFT BLVD. AND MURRAY ROAD

1995 65dBA noise contours for Vandegrift Blvd. are expected to substantially decrease because of increased noise controls on motor vehicles. There is little impact on existing residential development because adjacent homes do not front on Vandegrift Blvd. thereby allowing the rear yard and fencing to serve as sound buffers.

Map 12

Establishment of Desirable Maximum Noise Levels

Cities such as National City, San Diego, Santa Barbara, Torrance, and Hemet have prepared and adopted noise control ordinances using scientific methods to identify "noise" and noise sources and establishing enforcement provisions.

Noise types are broken into seven categories: aircraft, motor vehicles, construction, noise amplification equipment, noise making apparatus, disturbers of the peace, human voice and noises caused by animals. Each of these types of noise have different characteristics and require specialized attention. The following are suggested controls for each type of noise source:

Aircraft Noise:

Due to the difficulty in enforcement and the unlikelihood of Oceanside's airport serving jet traffic, noise controls for aircraft are not necessary.

Motor Vehicles

1. Off Highway Motor Vehicles:
   Use restrictions for off-road vehicles should be such that vehicles will not emit noise in excess of:
   82dBA - for a vehicle 6,000 lb. or more in weight
   77dBA - for a motorcycle
   74dBA - for any other on-highway vehicle used off-road
   70dBA - for any off-road vehicle less than 6,000 lb. in weight

2. Powered Model Vehicles:
   Powered model vehicles should be limited to operation between 7 a.m. and 9 p.m. and their noise levels should not exceed 5dBA over the ambient level at the property line.

3. Vehicle Repairs:
   It should be unlawful to repair or rebuild any motor vehicle

between 9 p.m. and 7 a.m. in such a manner that the ambient noise levels exceeds 50dBA at the property line.

4. Refuse Vehicles:
No refuse vehicle should be permitted to operate when trash compacting creates a sound in excess of 86dBA at 50' from the center line of a street. No refuse collection should be allowed before 7 a.m.

5. Watercraft:
No person shall operate any engine powered pleasure vessel or motorboat within two miles of the City limits in excess of 85dBA to be measured not less than 50' from the path of travel of the vessel before January 1, 1975, and 76dBA thereafter.

Construction Noise

1. It should be unlawful for any person within any residential zone or 500' therefrom to operate any pile driver, power shovel, pneumatic, power hoist or other construction equipment between 8 p.m. and 7 a.m. generating an ambient noise level of 50 dBA at any property line.unless an emergency exists.

2. It should be unlawful for any person to operate any construction equipment at a level in excess of 85dBA at 100' from the source.

3. It should be unlawful for any person to engage in construction activities between 6 p.m. and 7 a.m. when such activities exceed the ambient noise level by 5dBA. A special permit may be granted by the Director of Public Works if extenuating circumstances exist.

Amplified Sound

(Although the use of amplifying equipment is protected by constitutional rights, it may be reasonably regulated to protect the public welfare.)

1. Curfews for use of amplifiers should be established at reasonable times such as 9 p.m. to 9 a.m. Noise levels should not be audible at a distance of 300 feet from the amplyfying equipment and should not be audible within any hospital, rest home, or convalescent hospital and shall not exceed an ambient noise level of 55dBA at any property line for "R" zoned properties. Special permits to exceed the above curfew hours may be issued by the Chief of Police for temporary events sponsored or conducted by nonprofit organizations.

Noise Making Apparatus

1. Noise making apparatus should include radios, television sets, phonographs and similar devices. Ordinances have been or may be created to prohibit the use of such devices if such use disturbs the quiet and comfort of a neighboring resident. Curfews may be established whereby no operation between 10 p.m. and 8 a.m. is permitted if sound is audible at 50' from the source. Provisions may be adopted prohibiting any noise source extending the ambient noise level at the property line of any "R" zoned property by more than five (5) decibels which shall be prima facie evidence of a violation.

2. Machinery, circulation devices, fans and other such equipment should not be permitted to operate when a noise level is created at the property line exceeding 5dBA above the ambient level.

3. Sound trucks used for commercial purposes should be required to receive permits from the noise control officer of the City.

4. Emergency signal devices should be operated or used only in cases of an authentic emergency and should be used only for a period of time necessary to respond to such emergency. No person should operate or permit to be operated an emergency signal device installed in an authorized emergency vehicle

which, when operated, creates a sound level in excess of 90dBA when measured 50' from the center of the forward face of such vehicle.

Disturbers of the Peace

It should be unlawful for any person to make or continue any loud, unnecessary noise that causes annoyance to any reasonable person of normal sensitiveness. Standards should include but not be limited to noise level intensity, noises that are usual or unusal/natural or unnatural, the level and intensity of background noise, the proximity of noise to residential sleeping facilities, the nature and zoning of areas within which noise emanates, the density of inhabitation, time of day or night, duration of noise, whether noise is recurrent, intermittent or constant, and whether noise is produced by commercial or noncommercial activity.

Human Voice and Animal Noise

1. Hawkers and peddlers should be restricted to selling by outcry to licensed sporting events and entertainment, prohibiting such outcry in residential areas.

2. Animals and fowl should be restricted such that no person can keep any animal or fowl otherwise permitted to be kept if it shall cause discomfort to a person of normal sensitivity.

Goal Formation

The formation of goals and objectives and their adoption are the key elements necessary in developing a general plan and implementation methods. The following list has been prepared by the League of California Cities as specific recommendations to aid in solving community noise problems:

1. Each City Council should adopt a policy statement for reducing noise in the community as part of a broad approach to environmental quality control.
2. Cities should adopt a noise ordinance to prohibit unwanted and unnecessary sounds of all types within the community.
3. Cities should review their existing ordinances which relate to noise control for compatibility with the above.
4. Cities should undertake a study of excessive noise sources in the community (part of the Noise Element).
5. Cities should develop a noise enforcement and regulation program and consider assigning an existing staff member or creating an administrative position within the City to be concerned with noise problems. Such a staff person could be in the Planning Department, Building Department, Police Department, Administrative Office or Environmental Control Division.
6. Cities should review their own functions and activities to make sure that noise, such as construction, refuse collection, and street sweeping has been reduced to the lowest possible level.
7. Cities should enforce the motor vehicle code as it applies to excessive noise.

8. Cities should conduct an educational campaign consisting of civic group presentations, news releases, studies and reports to inform citizens of the dangers of noise and the actions each person can take to help reduce noise pollution.

9. Cities should incorporate noise standards in zoning ordinances which will prohibit incompatible land uses with respect to noise.

10. Cities should adopt building codes to insure adequate sound insulation between dwelling units, and where appropriate, to insure adequate sound insulation of interior areas of both apartments and single family residences from especially loud external noise sources.

11. Cities should consider the development of "quite zones" in special areas of the City, perhaps in already existing recreation areas. All forms of noise would be controlled so that people could visit and enjoy solitude as part of their recreation and leasure experience.

12. Cities should include maximum noise level requirements in specifications for equipment purchases, construction contracts, and refuse collection. Where specific noise levels cannot be set, specifications should require that vendors state maximum noise levels expected to be produced by their equipment and/or operations.

13. Cities should review and revaluate their traffic flow systems to synchronize signalization to avoid traffic stops which produce excessive noise, and to adjust traffic flow to achieve noise levels acceptable to surrounding areas.

14. Cities should seek to develop regional planning agreements for zoning and soundproofing to reduce noise incompatibilities across city boundaries.

15. Cities should review county and regional comprehensive plans to identify noise environmental impact and develop alternatives for the control of major noise sources. In any single

function of county or regional plans for transportation, airport development, highway development, etc., the same provisions should apply.

16. Cities should contact state and federal officials to convey their concern over noise problems and encourage residents to do the same. Many aspects of noise pollution require state or federal action and governmental officials at all levels should be aware of public need for a solution to noise problems.

CITY GOAL, OBJECTIVES & POLICIES

From the list compiled by the League of California Cities, goals and policies can be established to abate noise problems. The following goal and policies are recommended for adoption as part of the Noise Element. This singular goal will express the City's intent to control noise and improve Oceanside's environment. The objectives are the rationale behind the creation of the goal and serve to further clarify the goal. Policies are the specific actions recommended to be taken and should be used as guides in the decision making process. Finally, the recommendations are those actions that must be taken in order to implement the policies.

GOAL: To minimize the effects of excessive noise in the City of Oceanside.

OBJECTIVE:
* To protect the residents and visitors to Oceanside from noise pollution.
* To improve the quality of Oceanside's environment.

POLICIES:
* Noise levels shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels may be greater.

* Noise shall be controlled at the source where possible.
* Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.
* Noise shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.
* Noise levels shall be considered in the approval of any projects or activities, public or private, which requires a permit or other approval from the City.
* Noise levels shall be considered in any changes to the Land Use and Circulation Elements of the General Plan.
* Noise levels of City vehicles, construction equipment, and garbage trucks shall be reduced to acceptable levels.

Implementation

The proposed Noise Element thus far has identified the existence of noise, its health effects, areas impacted by noise and suggested goals and policies the City may wish to follow. In order to implement these goals, several recommendations have been prepared which will effectively abate or reduce undesirable noises.

RECOMMENDATIONS

The following implementation program is recommended:

1. A new Noise Control Ordinance (possibly the same or similar in format as suggested by the League of California Cities Model Noise Ordinance - Appendix A) should be adopted. This Ordinance should establish stricter noise controls and should designate enforcement powers to a specific department (Building, Planning or Police Department).

   Although the City Code presently contains provisions prohibiting unnecessary and loud noises of various origins (Appendix B), these provisions are not explicit and do not comply with State of California requirements.

2. In order to measure noise levels, a noise meter must be acquired. This meter is necessary to identify and measure noise sources and noise levels.

3. Strict enforcement of the provisions of the Noise Control Ordinance and effective penalties for violations should be established.

4. Truck traffic on residential streets should be prohibited for all vehicles over two tons in weight. This

recommendation is based upon complaints from residents subjected to severe noise and disruptions caused by heavy trucks using residential streets not designed for that purpose. (Oceanside currently has no streets prohibited to trucks in excess of certain weight.)

5. Land uses in the City of Oceanside should be planned in order to insure that residential areas will not be impacted by noise. Approval of any project in the City where the health of future residents or occupants may be adversely affected by noise associated with the site should be dependent on mitigation measures which will be taken to reduce or abate the noise effects or should be denied approval and recommended for an alternative site (example - a new rest home or hospital should not be constructed in areas subjected to noise levels 65dBA or higher).

6. The Zoning Ordinance should contain provisions for the mitigation of noise to surrounding property or residents and should impose performance standards upon those activities associated with each zone. These standards would help to ensure compatibility of land uses and lessen the danger of harmful effects upon people involuntarily subjected to noise.

7. The City should establish a truck route to serve commercial and manufacturing areas of the City in order to eliminate undesirable truck traffic from residential neighborhoods.

8. A quiet zone should be established and posted around Oceanside Hospital, Tri-City Hospital, all medical care facilities, and all schools within the City limits.

9. The operations of the Santa Fe Railroad should be examined and efforts be made to change the hours of operation for switching, and more desirably to relocate the switching yard to a more compatible location preferably outside of the City limits. The City should contact the Public Utilities Commission through the City Council as to the possibilities of controlling the railroad-related noise.

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ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT

CITY OF OCEANSIDE, CALIFORNIA

Prepared by:

Planning Department
City of Oceanside
July, 1975

Approved by:

Planning Commission
City of Oceanside
August 4, 1975
Resolution No. 75-P45

Adopted by:

City Council
City of Oceanside
September 24, 1975
Resolution No. 75-175

LOUIS N. LIGHTFOOT
Planning Director

City Hall
704 Third Street
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Oceanside, California 92054

August, 1975

Honorable Mayor and City Council
Chairman and Members of the
Planning Commission

SUBJECT: Letter of Transmittal for
Environmental Resource Management Element

The Planning Staff is pleased to submit for your consideration the Environmental Resource Management Element of the General Plan. This Element is a combination of the Conservation and Open Space Elements, and represents an update of the 1968 Conservation and Recreation Element, and the 1973 Open Space Element.

The purpose of the Environmental Resource Management Element (ERME) is to provide a comprehensive program for the planned management, wise utilization and conservation of the natural resources in Oceanside. It is hoped that this document will serve as a basic source of environmental information for Oceanside, and that it will be useful in the planning process in assessing environmental impact.

This Element meets all the State legal requirements for an Environmental Resource Management Element, and represents the City's first official environmental inventory and comprehensive resource management program. It is our hope that the Planning Commission and the City Council will be able to use this Element as a basis for environmental resource decisions in determining the future of Oceanside.

Respectfully submitted,

LOUIS N. LIGHTFOOT
Planning Director

BDW:LNL:ld

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Introduction to Environmental Resource Management

Environmental Resource Management is a workable program designed to conserve natural resources and preserve open space. It is founded on the principles of conservation which are the preservation, planned management and wise utilization of natural resources.

One of the primary methods of implementing the program is through open space planning. "Open Space" is generally defined as all areas of land and water in a more or less natural state not covered by man-made structures. This includes all natural areas untouched by man (bays, cliffs, forests, lagoons, mountains, ocean) as well as "developed" areas maintained in a natural state (cemeteries, parks, golf courses, farms and reservoirs). Urban open space, defined as natural areas surrounded by or in close proximity to intense urban development, has the additional requirement of being under some type of regulation or preservation measure to ensure continuance in a natural state.

In order to formulate the Environmental Resource Management program, it is necessary to identify, evaluate and analyze the natural resources of the community. This not only provides an inventory of the environmental assets of the City, but also provides a basis on which to judge the overall quality of the environment for purposes of conservation and maintenance of desirable natural features. It would also facilitate the evaluation of the environmental impact of new development on the existing eco-systems and geologic resources, while providing a useful tool in directing that development in an ecologically, aesthetically and economically sane manner.

AUTHORITY

This element combines the Conservation and the Open Space Elements of the General Plan. These elements are required by Government Code Sections 65302(d) and 65563, respectively. Section 65302(d) requires a conservation element as defined below:

> "A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any county-wide water agency and with all district and city water agencies which have developed, served, controlled or conserved water for any purpose for the county or city for which the plan is prepared. The conservation element may also cover:
>
> (a) The reclamation of land and waters.
>
> (b) Flood control.
>
> (c) Prevention and control of the pollution of streams and other waters.
>
> (d) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
>
> (e) Prevention, control and correction of the erosion of soils, beaches and shores.
>
> (f) Protection of watersheds.
>
> (g) The location, quantity and quality of the rock, sand, and gravel resources."

Section 65563 requires that each city and county incorporate an Open Space Element into their General Plan. This section reads as follows:

> "On or before December 31, 1973, every city and county shall prepare, adopt, and submit to the Secretary of the Resources Agency a local open space plan for the comprehensive and long-range preservation and conservation of open space land within its jurisdiction."

Oceanside has already complied with Section 65563 by adoption of the Open Space Element in December, 1973 (City Council Resolution No. 73-239, December 26, 1973). However, as pointed out in the State Guidelines, the data collected for the Conservation Element has a direct relationship to the Open Space Element, and may be combined in an effort to formulate a comprehensive Environmental Resource Management program.

RELATIONSHIP TO OTHER ELEMENTS

The Environmental Resource Management Element (ERME) serves as a depository of information that will in turn affect the policies of the other elements of the General Plan. ERME will be a source of technical information and form an environmental frame of reference for the findings and recommendations contained in the following elements:

1. Land Use: ERME defines geological characteristics of land areas, floodplains, minerals, prime agricultural lands, ecological and open space areas.

2. Public Safety: ERME describes flood control measures, soils characteristics and erosion problems.

3. Recreation and Education: ERME discusses unique geological features, ecological areas and cultural sites.

4. Housing and Population: ERME describes homesite limitations due to natural factors including steep slopes, floodplain development measures and water supply.

5. Circulation: ERME affects the Land Use Plan which, in turn, affects circulation.

6. Noise: Noise levels will have an effect on ecological areas. Mineral extractions will involve noise factor.

7. Scenic Highways: ERME identifies areas of significant visual impact.

SCOPE

For the purposes of this element, the scope will be confined to environmental resources within the city limits of Oceanside. However, as required by state law, this material was prepared to be consistent with county and state policies and programs. It is recognized that effective environmental resource management is the result of close coordination with county agencies as well as other governmental agencies and non-government organizations.

GOAL

The following is the goal of the Environmental Resource Management Element:

> Evaluate the state of the environment and formulate a program of planned management, wise utilization and preservation of our natural resources to ensure the health, safety and welfare of present and future generations.

OBJECTIVES

The basic resources of the City and objectives for each topic are outlined below. A complete discussion of the findings for each subject is contained in Chapter 3, and the summary of Action Programs for these objectives is found in Chapter 2, "Methodology and Implementation."

Water

1. Plan for an adequate water system based on the projected needs of the City.
2. Investigate sources of local water supplies to reduce dependence on imported water.
3. Minimize pollution of water supplies, including lakes, rivers, streams, lagoons and ground water.
4. Minimize loss of life and property in flood prone areas.

Soil, Erosion and Drainage

1. Consider appropriate engineering and land use planning techniques to mitigate rapid weathering of the rocks, soil erosion and the siltation of the lagoons.

Coastal Preservation

1. Continue to cooperate with state and federal governmental agencies to resolve the problem of beach erosion.

2. Review and develop plans for the wise utilization of the coastal areas for the general welfare and socio-enonomic benefit of the community as a whole, taking into consideration the environmental recommendations of the Coastal Zone Commission, National Flood Insurance Administration and other governmental agencies dealing with the planned management and preservation of coastal resources.

Minerals

1. Regulate mineral extraction activities to minimize hazards and conflicts with other land uses as well as to preserve and enhance the appearance of the area.

Vegetation and Wildlife Habitats

1. Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered or threatened species.

Air Quality

1. Cooperate with county, state and federal agencies in continuing programs of air quality improvement.

Agricultural Resources

1. Designate as agriculture on the Land Use Plan those areas of prime agricultural land which can still be economically cultivated.

Cultural Sites

1. Encourage the conservation and protection of significant cultural resources for future scientific, historic and educational purposes.

Recreation and Scenic Areas

1. Plan adequate recreation facilities based on existing recreation standards and criteria established by the appropriate agencies as contained in Education and Recreation Facilities Element.

2. Encourage the preservation of significant visual open spaces when such preservation is in the best interest of the public health, safety and welfare.

CHAPTER 2

Methodology and Implementation

In developing an approach to Environmental Resource Management, the State recommends an inventory and analysis of present and future urbanization, open space and environmental data of the area. The final selection of conservation and open space lands is then determined by the natural attributes of the land and the function it is serving. As a direct result of this analysis and survey, the best methods of conservation and open space implementation can be determined.

To aid in understanding this approach to resource management, the process has been grouped into two categories: (1) the preservation of open space lands and (2) conservation program to manage and improve environmental resources. Based on detailed studies of the environment, the Planning Department staff recommends the areas to be designated and the method of preservation. The City Council then must make the actual designations of open space and adopt the appropriate implementation program.

ENVIRONMENTAL RESOURCE MANAGEMENT PROCESS

Preservation of Open Space Lands

1. Identification, analysis and evaluation of environmental resources.
2. Identification of land capabilities: which land contains natural elements of environmental significance and which land is suitable for development.

3. Identification of Open Space uses and application of these uses to environmental resource areas:

Open space uses are defined in Section 65560, of the Government Code, as follows:

(a) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for the ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

(b) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

(c) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

(d) Open space for public health and safety, including but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

Based on these uses, a determination is made concerning the capability of land to serve as a significant environmental resource, and also which land will be needed to serve an open space function as specified by the current general land use plan.

4. Designation of Open Space Lands: Those lands capable of functioning as open space which will be needed as open space lands or significant environmental resources in the future should be designated "permanent open space land."

5. Preservation of Open Space Lands: Legal action, including acquisition, zoning, or contractural agreements must be taken to ensure preservation of those lands designated "permanent open space land."

Conservation Program to Manage and Improve Environmental Resources

The best method of conserving resources is the designation of Open Space lands. However, while it is important to preserve existing open space, it is also important to direct development in such a manner as to protect the environment and facilitate its wise utilization and maintain equilibrium with nature.

The Environmental Impact Report (EIR) process provides a useful tool for the planned management of our natural resources. Information in these reports should be interpreted to direct further action such as development conditions, zoning, building restrictions, landscaping and other requirements which will mitigate irreparable damage to the environment and/or hazard to the community.

There are several available methods of conserving natural resources and preserving open space ranging from various degrees of land regulation to several different acquisition methods. The following list is by no means exhaustive; also, not all methods and techniques are being recommended for use in Oceanside.

IMPLEMENTATION ALTERNATIVES

I. Fee Acquisition

Acquisition is generally looked upon as the only guaranteed method of preserving open space. This is not strictly true; however, if money is available, it certainly is the best method. At any rate, acquisition of full fee is necessary whenever public access is required, such as in parks.

Methods of Fee Acquisition

1. Purchase
2. Gift
3. Trade or transfer of public land
4. Tax foreclosure
5. Street vacation
6. Urban redevelopment process
   (Community Redevelopment Law)
7. By dedication, or by the required recreational dedication of cash or land from subdividers.
8. Eminent domain (taking for public purposes)

Funding Sources for Fee Acquisition[1]

1. City Sources: General Fund, Contractors

[1]These revenue sources are outlined in the Open Space Plan and Implementation Program prepared by the Comprehensive Planning Organization (San Diego, August 1973), p. 109.

license tax, Documentary license tax, Park user fees, Revenue bonds, Special bonding or taxing districts.

2. County Sources: County Service Area Law, California Resort District Law.

3. Regional Sources: Regional Parks Districts.

4. State Sources: State Transportation Fund ("Bicycle Lane Account"), Davis-Grunsky Act, Williamson Act, Bagley Conservation Fund.

5. Federal Sources: Revenue sharing, Open Space Land Program (HUD), Land and Water Conservation Fund (Department of Interior).

6. Private Sources: Non-profit organizations (i.e., Nature Conservancy, Small Wilderness Areas Preserve--SWAP, Trust for Public Lands); Service clubs, Chamber of Commerce, Public contributions and fund-raising drives.

II. Less Than Fee Acquisition

The purchase of less than fee interests is normally handled through easements or covenants which permit the acquisition of certain specified rights without acquiring the fee simple title. One drawback with this method is that often the cost of purchasing the interest approaches the cost of the full fee. This method

is especially effective for areas that will support an open space use not requiring public access, such as agriculture uses in floodplains.

Methods of Less Than Fee Acquisition

1. Open Space/conservation easements
2. Development rights and/or easements
3. Public easements to beaches, etc.
4. Slope conservation easements
5. Scenic easements (for highways, park entrances, historic sites and/or areas)
6. Public purchase and resale without certain rights

III. Zoning Actions

Zoning for Open Space preservation has the greatest potential; yet, at this time, it is probably the most controversial of the available methods. The current trend in California is to recognize the responsibility of government to protect not only public health and safety, but also the general public welfare. This has been broadly interpreted by the courts to include the preservation and protection of valuable natural systems. Traditionally, open space zoning has sought to prohibit development. Recently, however, it has been accepted that it is not necessary to cease development to meet the goals of an open space program. Zoning to regulate and control urbanization by encouraging Planned Community Developments, Planned Residential Developments, and cluster development will provide open space.

Zoning Alternatives

1. Setback requirements
2. Lot size requirements
3. Floodplain zoning
4. Ocean - submerged land (SL) zone

5. Zoning to preserve scenic amenity

   (a) Aesthetic zoning (sign control, architectural control)

6. Exclusive agricultural zoning

7. Open Space - "O" zones - parks, open spaces, stream valleys, floodplains, watershed protection areas, cemeteries, golf courses and country clubs, where shown as open space on the General Plan. Other land should be considered for types of zones which restrict development on hillside areas, wetlands, slide areas and earthquake-prone areas.

8. Zoning for large lots

9. Planned Residential Development or Planned Community Developments, with open space requirements (cluster development).

IV. Other Restrictions on Development.

Often referred to as "Phased Development", this method of preservation is primarily a delaying tactic. One of the functions open space serves is the control of growth to prevent the "leap-frogging" of City services to new development well beyond the fringe of current urbanization. This method of preservation is aimed at accomplishing this.

Phased Development Methods

1. Possible control over developments by the Federal Housing Agency (FHA)
2. Private restrictive covenants
3. Designation of "Open Space" on General Land Use Plan with necessary zoning (A.B. 1301)
4. Denial of public facilities
5. Requirements for Environmental Impact Statements
6. Subdivision Regulations

V. Property Tax Concessions

Many owners of valuable open space land in close proximity to urban areas have been pressured into developing their land as a result of high tax rates. Assessing land on the basis of its open space value rather than its potential development or market value is a relatively new concept and one which has not met with overwhelming success. The method usually requires voluntary participating by the landowner and preservation is limited in time by a contract.

Methods

1. By contract.
2. The California Land Conservation Act of 1968 (Williamson Act) allows valuation of farms at present use value.
3. California constitutional amendment providing tax exemptions for non-profit golf clubs (valuation for recreational use). In order to qualify for such exemptions, golf courses must be 10+ acres--non-profit.
4. Reduced tax assessment when the public has acquired development rights or other easements.

RECOMMENDED IMPLEMENTATION METHODS

There is a great deal of controversy surrounding implementation procedures for open space preservation and planned management. As previously mentioned, the methods available offer a wide range of approaches involving acquisition and regulation to various degrees.

In their study of open space preservation of the San Diego Region, the Comprehensive Planning Organization (CPO) endorses two main concepts of implementation:

1. "Phased" development
2. Regulation instead of Acquisition

Because of the limited implementation powers of CPO, it necessarily states that these two concepts must be vigorously pursued by local government.

> Local government must initiate much of the needed action to realize this [phased] manner of growth. . . . Greater commitment and more aggressive action by local governments in the area of open space implementation is called for.[2]

They feel that existing state legislation is "basically adequate" to enable local jurisdictions to implement their open space plans successfully; however, local government "may have to fight some court cases."[3]

Phased growth is defined as being dependent upon the orderly extension of sewer, water, and transportation facilities. It is felt by the CPO that local governments should take a firm stand in denying growth in those areas not presently serviced by urban amenities and that specified timed limits of growth should be established and strictly adhered to. A policy of this type would involve preparation of a detailed capital improvements plan stating exactly which areas of the City would be serviced by particular dates. Development beyond these areas could then be legally curtailed allowing time to plan and purchase or regulate open space in the area. This is not an endorsement of limited development, but rather an approach to planned development which would not outstrip the City's ability to provide the necessary services.

Regulation of Open Space and management of natural resources, primarily by zoning, is endorsed by the CPO as being a less expensive

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[2] San Diego Region, California, Comprehensive Planning Organization, Open Space Plan and Implementation Program, (San Diego, Aug., 1973), Implementation Map Supplement.

[3] Ibid.

and, therefore, more realistic approach than outright acquisition. Acquisition is still mandatory where public access to the land is necessary, such as with parks.

Open Space Zoning is the recommended method for preserving floodplains and steep hillsides, along with adoption of a Grading Ordinance. In addition, development of a Natural Resource Overlay Zone would be necessary to limit development in wooded and wetland areas by requiring an Environmental Impact Statement on irreparable damage to defined natural resources. The CPO feels that liberal interpretation of Zoning restrictions by California courts would allow these regulations to succeed. They do caution, however, that such zoning ordinances must be fairly written, uniformly applied, and be primarily used to preserve areas of existing public benefit rather than create new areas. Open Space Zoning is not an enforceable restriction, such as an easement is, and although some tax benefits might accrue to the owner, these benefits would not be as great as might occur through a specific use contract with the City.

The question of agricultural land preservation receives repeated emphasis throughout the CPO report. In defense of preservation of agricultural land, the CPO cites the usual open space and psychological reasons. The only admittedly sound economical argument put forth is that "agriculture is the only land use that pays its own way in relation to the costs and benefits accruing to local government." In other words, the raise in the tax base caused by development is less than the cost to the City of providing the area with the necessary services. This argument further reinforces the CPO position in favor of specific capital improvement plans and phased development. They advocate preservation of agriculture land primarily by zoning and reduced assessment (Williamson Act) to create agricultural preserves.

OCEANSIDE IMPLEMENTATION PROGRAM

In conjunction with the summary of objectives stated in Chapter 1, the following is an outline of recommended action programs to implement and achieve these objectives. These recommendations are in conformance with CPO recommendations and previously accepted Oceanside policies and, in some cases, recommend further actions to ensure a planned resource management program.

ACTION PROGRAM: CITY OF OCEANSIDE

Water

1. The overall water master plan for the water system in Oceanside will be based on the Updated Water Master Plan for the City of Oceanside and successive amendments thereto.

2. The City will continue efforts in the areas of recharge and recovery in groundwater basins, wastewater reclamation and solid waste disposal to improve and conserve water resources.

3. The City will cooperate with county, regional, state and federal agencies in the preparation and enforcement of appropriate flood control measures. These include, but are not limited to, the following:
   (a) Participation in the National Flood Insurance Program.
   (b) Application of a "Flood Plain Overlay Zone" in areas delineated as the floodway.
   (c) Application of General, Suburban and Dairy Agricultural zoning (A20, A5, A2½) within the floodplain.
   (d) Application of Planned Community Development (PCD) and Planned Residential Development (PRD)

zones with encouragement to dedicate land in flood encroachment areas as open space.

Soils, Erosion and Drainage

1. The City will continue to enforce the Grading Ordinance (Ord. No. 73-46) to prevent erosion of the soils and hillsides.

2. The City will consider a Hillside Ordinance as recommended in the Public Safety Element for the preservation and safe utilization of steep slopes.

3. The City will encourage hilltop development and steep slope preservation by using the cluster overlay on the Land Use Plan, and the application of Planned Community Development (PCD) and Planned Residential Development (PRD) zones with encouragement to retain open space in high slope areas.

4. The City will direct the Planning Department and the Engineering Department to compile from existing information a single Master Plan of the existing drainage system in the urbanized downtown area.

Coastal Preservation

1. The City will continue a program of periodic replenishment of the beach by artificial means, in cooperation with the Army Corps of Engineers, until a permanent solution is constructed to prevent beach erosion.

Minerals

1. As per the Zoning and Grading Ordinances, extraction of mineral deposits will be controlled by the issuance of conditional use permits in order to provide maximum utilization as well as maximum protection to the environment and the community.

Vegetation and Wildlife Habitats

1. Where appropriate, the City will apply "Open Space ("O") zoning to areas of significant scenic, ecological or recreational value.

2. Areas containing unique vegetation and wildlife habitats will receive a high priority in the planning of parks. Specific plans will be developed for areas where there is occurrence of endangered or threatened species in conjunction with regional and county agencies where appropriate.

3. In areas where habitat modification is inevitable, mitigating and/or compensatory measures such as native plant restoration, land reclamation or donation, will be considered.

Air Quality

1. The City will continue to cooperate with the San Diego County Air Pollution Control Board. This will include participation in the development of the Regional Air Quality Strategy (RAQS) through cooperation with the San Diego County Air Quality Planning Team.

Agricultural Resources

1. Under a program of phased development, extension of City services (sewers, etc.) to agricultural areas will be limited.

2. The City will encourage voluntary participation of property owners in Williamson Act contracts.

3. The City will apply General, Suburban and Dairy Agriculture Zones (A-20, A-5, A-2½) and Residential-Agricultural (R-A) zone with minimum lot size of one acre to areas of significant productive agricultural use.

Cultural Sites

1. The City will encourage the use of "O" zoning and open space easements for the preservation of cultural sites.

2. The City will encourage private organizations to acquire, restore and maintain significant historical sites.

3. The City will encourage investigation by the appropriate groups (i.e., museums, university students, etc.) to explore and record the significant archaeological sites in the area and to forward this information to appropriate county agencies for inclusion in the San Diego County Natural Resource Inventory (Section 2, Special Factors).

Recreation and Scenic Areas

1. As discussed in the Education and Recreation Facilities Element, the City will plan readily accessible recreation facilities close to population centers and education facilities by utilizing public open space while protecting natural sites of significant scenic or ecological value.

2. The City will encourage those governing bodies concerned to preserve areas under their jurisdiction which provide significant visual open space to Oceanside residents.

Identification, Evaluation & Analysis of Natural Resources in Oceanside

This chapter will give a basic analysis of the environmental resources found in Oceanside. It should be pointed out that several of the topics of discussion are currently under study and, therefore, conclusive evidence may not be available at this time. However, based on information collected to date, this report represents the most accurate survey possible. It is also noted, where applicable, that further information may be contained in other elements of the General Plan including land use, public safety and education and recreation facilities.

WATER

SOURCE

The Water and Sewer Department of the City of Oceanside operates the existing water system in Oceanside. Water is provided by the San Diego County Water Authority (SDCWA) through two connections to the Water Authority's first and second aqueducts. The existing water system consists of 6 reservoirs, 6 booster pump stations, 38 pressure regulators, two connections to SDCWA pipelines, and a network of transmission and distribution mains. One additional connection to the SDCWA pipeline No. 3 of the second adueduct and new transmission mains are presently under construction. The water currently provided by the SDCWA first and second aqueducts has its source in the Colorado River. It is anticipated that, by the spring of 1976, a blend of Northern California and Colorado River waters will be available through the second aqueduct. The overall mineral

quality of the blended water will be significantly superior to the currently non-blended Colorado River water. By 1985, it is projected that blended water will be pumped through the first aqueduct as well.

An updated water master plan (March, 1975) was prepared for the City by James M. Montgomery, Consulting Engineers, Inc. It is assumed that this report and future amendments to it are included in this section by reference and are adopted as the overall water master plan for Oceanside. The water master plan should be adjusted with the implementation of the Tri-Agencies Water Transmission Pipeline. This pipeline is a proposed joint venture between the City of Oceanside, the Carlsbad Municipal Water District and the Vista Irrigation District. This project would mitigate some of the need to expand our own system to meet future demand in the City.

Oceanside has steadily increased its dependence on imported water and at present is almost 100 percent dependent on outside sources. Most of the local supply is located in the lower Mission Ground Water Basin. However, since more water has been extracted than was replaced through natural processes, salt water has progressively intruded eastward from the coast, and the City has abandoned these wells for water supply production. Water quality problems also exist in the upper Basin as a result of agricultural use and reuse. It is expected that local sources will greatly improve with implementation of reclamation, recharge and recovery projects which the City has undertaken as outlined below.

1. Wastewater Reclamation Project: The City has developed plans for a wastewater reclamation project, and the design has been completed for portions of the project which would provide irrigation water for agricultural use. Construction has already begun on certain phases of this project which would

provide a significant additional supply for the water system. The goal of the City is to completely reclaim wastewater within the City for utilization within the system.

2. Recharge and Recovery Project: This project is currently in the design stage. The basic principle is to recharge the groundwater basin along the San Luis Rey River floodplain with imported raw water (unfiltered) from SDCWA aqueducts or with local groundwater that has been demineralized. By utilizing the alluvial sediments of the floodplain as a filtration medium, groundwater stored in the basin will improve over a number of years, and the basin can be used as a treatment and seasonal storage facility.

Surface water is not considered a good source of local water. The City has a semi-arid, maritime climate and averages 10.7 inches of annual precipitation. Almost 74 percent of this total falls between December through March. The meager supply, poor quality and limitations because of water rights make it prohibitive to develop surface water as a significant source.

WATER BODIES AND WETLANDS

Lakes and reservoirs have a dual purpose. They may serve as natural catch basins to collect runoff from surrounding area and, to some extent, provide limited flood control. Perhaps the most significant role of lakes and reservoirs is for recreational activities, often serving as the center attraction in regional and local parks. Lakes and reservoirs can also be important fish and wildlife habitats and be aesthetically pleasing landscape features.

Most of the significant lakes and reservoirs in the area are planned to be either recreational and open space reservations

or have been set aside as significant ecological areas in previous reports. These include:

Guajome Lake (part of Guajome Regional Park)

The major attraction of the Guajome Regional Park will be Guajome Lake. Around Guajome Lake are reeds, rushes and trees, which provide a welcome stopover for those birds traveling the Pacific Flyway, and a habitat for resident birds and other wildlife.

Calavera Lake

This proposed park site is entirely within the City of Carlsbad; its northerly boundary, however, is adjacent to land within the City of Oceanside. Consisting of approximately 250 acres, this site is described within the County report as follows: "Contains small reservoirs suitable for fishing and some boating. Topography suitable for picnicking, trails, mountain climbing and other day use facilities." It might also be added that, in its present state, it is one of the most attractive and secluded areas in the North County.

Whelan Lake

At present, this area houses a very unique eco-system consisting of such wildlife as deer, bobcats, coyotes, racoons, and badgers along with such raptorial birds as the white-tailed kite and golden eagle. A variety of shore birds, songbirds, and water fowl are also permanent inhabitants of the area. These birds and animals receive considerable attention from a large segment of the public, and the owner of a large portion of this land has expressed an interest in dedicating a portion as a wildlife preserve. At the grace of the owner, Whelan Lake

has become a seasonal sanctuary for Canadian geese. The owner of the land has been feeding the birds during their winter stay and has successfully diverted the yearly migration of a large number of these birds from Mexico or the Salton Sea.

Lake Henshaw

The largest reservoir in the county is Lake Henshaw on the San Luis Rey River, with a capacity of 50,000 acre feet. This reservoir is owned by the Vista Irrigation District and is operated primarily for water conservation purposes (see Public Safety Element).

Oceanside is located in the San Luis Rey drainage basin. The basin includes the entire 650-square mile watershed of the San Luis Rey River from the coastal divide in the Warner Mountains to the Pacific Ocean, a distance of 56 miles. Lake Henshaw controls the flow for the upper third of the river watershed. Major tributaries are Pilgrim, Keys and Pauma Creeks, and Moosa Canyon, downstream of Lake Henshaw; and the San Luis Rey River, the West Fork of the San Luis Rey River, and Agua Caliente and Buena Vista Creeks, upstream of Lake Henshaw.

The basin is typical of the county's western watersheds, with streams rising in the brush and forest lands of the interior mountains. The mountains slope gradually to the west and terminate in broad mesas near the ocean. Mountain vegetative cover is primarily sagebrush and chapparal. The major streams flow on gradually decreasing slopes through a series of small highland valleys, narrow canyons, and broader valleys, cut through the coastal hills and marine terraces, emerge into flat valleys, and enter the ocean through shallow estuaries and lagoons. Gully and sheet erosion of soil are serious problems which are aggravated by the loss of vegetative cover in the upper watersheds due to fire, cultivation, grading and construction activities.

Oceanside encompasses the lower reaches of the San Luis Rey River and almost the entire watershed of Loma Alta Creek. Buena Vista Creek is on the border between Oceanside and Carlsbad.

The watershed of the Loma Alta Creek is located within the city limits of Oceanside. The Creek is planned for channelization for almost its entire length because of the intensity of development in that area.

Buena Vista Creek is on the border between Carlsbad and Oceanside, and terminates in Buena Vista Lagoon. Because of the location and topography of the stream bed, most of resultant flood-prone areas are not within the city limits.

Lagoons and marshlands in this area are mostly the result of rising sea level and the subsequent filling of river valleys with sediments transported from inland streambeds. Lagoons typically have short lifespans when measured in geologic time, and they are continually developing, aging, destroying themselves, and rejuvenating as streams seek new courses to the ocean. The sandbars isolating lagoons from the ocean may only be seasonally breached by high tides or fresh water floods.

There are two ecologically significant lagoon/marshland areas in the City--Buena Vista Lagoon and the mouth of the San Luis Rey River.

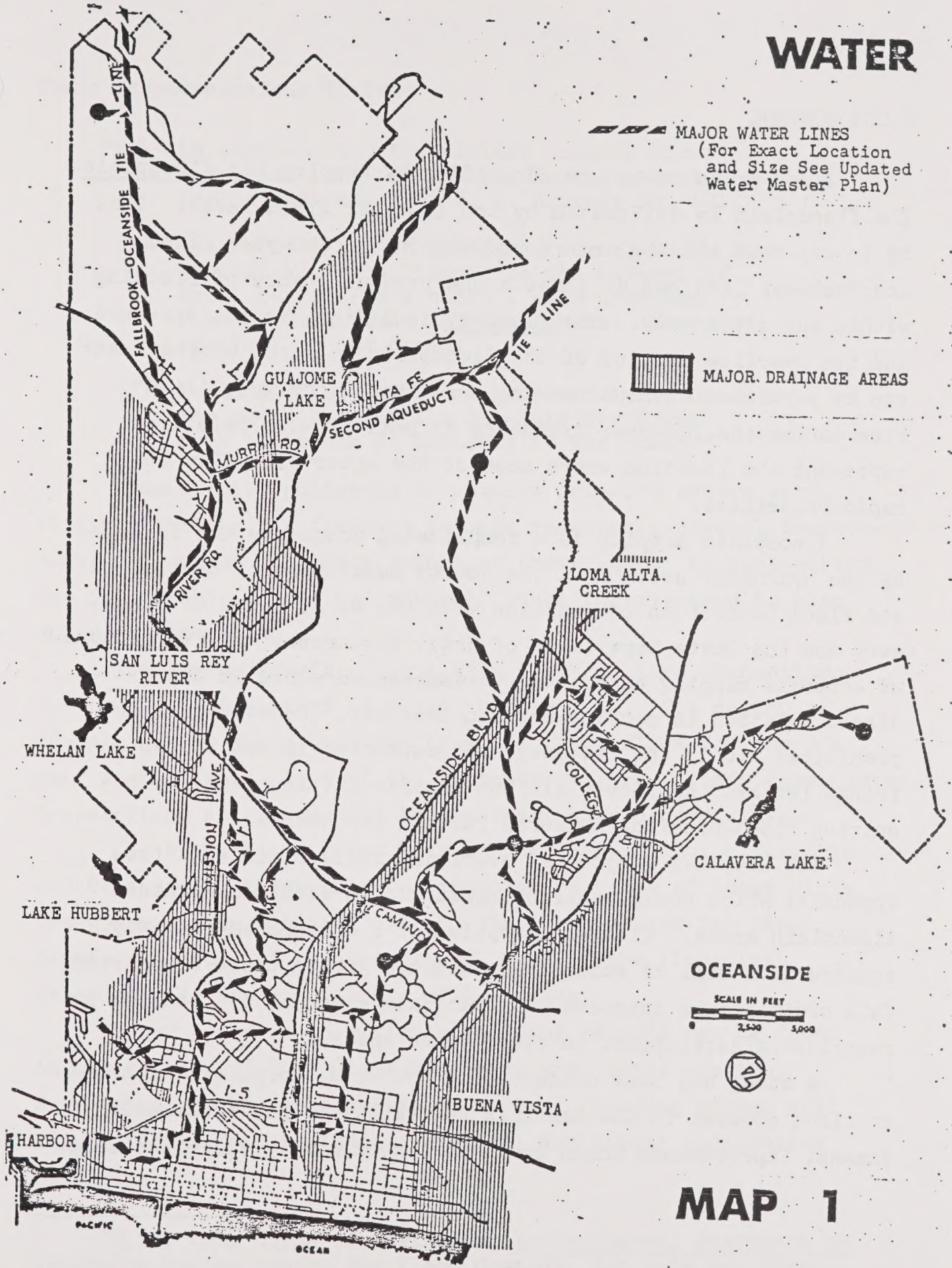
The Buena Vista Lagoon is one of the few remaining fresh water lagoons left on the Southern California coast. The approximately 200 acres is a stopover for thousands of birds and waterfowl migrating on the Pacific flyway. In addition, over 50 species of plants have been identified here as well as geologic and fossil remains from Pleistocene times. There is a great deal of interest in establishing the lagoon as a State park.

Structurally, Buena Vista Lagoon has resulted from silt deposits from Buena Vista Creek at its upper end; at its lower end tides, wave action, and the north-south littoral current have formed dunes and spits as barriers from time to time, alternating with free exchange between ocean and creek. The results have been a brackish lagoon.

The mouth of the San Luis Rey River has been identified as a major natural resource area of regional significance by the San Diego Comprehensive Planning Organization. It includes the mouth of the river and its terminal closed fresh water lagoon of about 10 acres and a marsh area within the river bed proper. The lagoon supports a moderate population of fresh water game fish including largemouth bass, bluegill and sunfish and mosquito fish. Freshwater crayfish are abundant and are an important food source for fish and birds. Over 55 species of birds have been recorded, 10 of which nest in the area. The plant life varies from brackish marsh species such as salt grass, pickle-weed, and brass buttons to abundant species in the lagoon which are an important food source for waterfowl. In all, 15 important plant association groups have been identified. Seepage of ocean water into both lagoons still occurs, although not to the extent it has in the past.

Further discussion of the above water bodies and wetlands may be found in other sections of the Environmental Resource Management Element including sections dealing with (1) flood control (water), (2) soils and drainage, (3) vegetation and wildlife habitats and (4) recreation areas.

WATER


MAJOR WATER LINES
(For Exact Location and Size See Updated Water Master Plan)
MAJOR DRAINAGE AREAS
FALLBROOK—OCEANSIDE TIE LINE
GUAJOME LAKE
SANTA FE
SECOND AQUEDUCT
TIE LINE
MURRAY RD
N. RIVER RD
LOMA ALTA CREEK
SAN LUIS REY RIVER
WHELAN LAKE
MISSION AVE
OCEANSIDE BLVD
COLLEGE
LAKE
CALAVERA LAKE
LAKE HUBBERT
CAMINO REAL
I-5
BUENA VISTA
HARBOR
PACIFIC
OCEAN
OCEANSIDE
SCALE IN FEET
2,500
5,000

MAP 1

FLOOD CONTROL

Flood-prone areas are identified by mapping the floodplain. The floodplain is delineated by the 100-year flood level. That is to say that all the area found within the 100-year flood encroachment line has at least a one percent chance of flooding within any given year. The floodway is defined as the streamed and its overflow portion of the floodplain to which encroachment can be permitted without causing more than a one foot (1'-0") rise during the 100-year frequency at peak flow. These areas represent the location where most of the water will flow at rapid velocities.

Floodplain mapping is a complicated procedure and is done by the hydrology section of the County Department of Sanitation and Flood Control in conjunction with the U. S. Corps of Engineers and the State Department of Water Resources. The importance of accurate mapping cannot be overemphasized since it has a direct relation to development and land use. Construction is prohibited within the floodway and restricted in the floodplain fringe (within the floodplain but outside the floodway) by requiring flood-proofing measures for all structures.

The City has adopted an overlying flood plain zone (see appendix) which would restrict construction within designated floodplain areas. With the adoption of a designated floodway, construction will be entirely prohibited within these boundaries. This ordinance is intended to limit damage caused by flooding by restricting development in flood-prone areas.

A study has been conducted by the U. S. Corps of Engineers on flood control in the San Luis Rey valley. They recommended channel improvements which would be approximately 7.2 miles long.

Their recommendations include:

"(1) An earth-bottom trapezoidal channel about 5.7 miles long from Murray Road to about 1 mile upstream from U. S. Highway No. 101;

(2) About 1.5 miles of channel grading, which in general would be limited to the removal of spoil banks from a point 1 mile upstream from U. S. Highway 101 through the 'Narrows' section, to the ocean;

(3) About 800 feet of stone-revetted levee on the south bank of the San Luis Rey River from the Santa Fe Railroad to the ocean."[4]

Present City policy is to require property owners with land adjacent to the floodway to make reasonable channel improvements concurrent with development of their land. An application for federal assistance to construct other improvements is also under consideration.

The entire length of Loma Alta Creek will be channelized due to the intensity of land use in this area. The design of the channel is based on containing the flood flows for the 25-year storm level. Some of the improvements are already constructed. Crossections and alignments have already been determined.

The Buena Vista Creek lies on the border between Carlsbad and Oceanside. Maintenance of improved portions of Buena Vista Creek Channel is handled jointly with Carlsbad and San Diego County. Because of the topography, most of the floodplain falls outside the city limits of Oceanside.

Other measures to mitigate flooding hazards can be found in the section of this Element dealing with soils erosion. Protection of the watershed and a reduced flooding hazard will result from effective land use control and proper engineering practices.

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[4]U. S. Army Corps of Engineers, Environmental Statement to Accompany Review Report for Flood Control, San Luis Rey River, San Diego County, California, May, 1970.

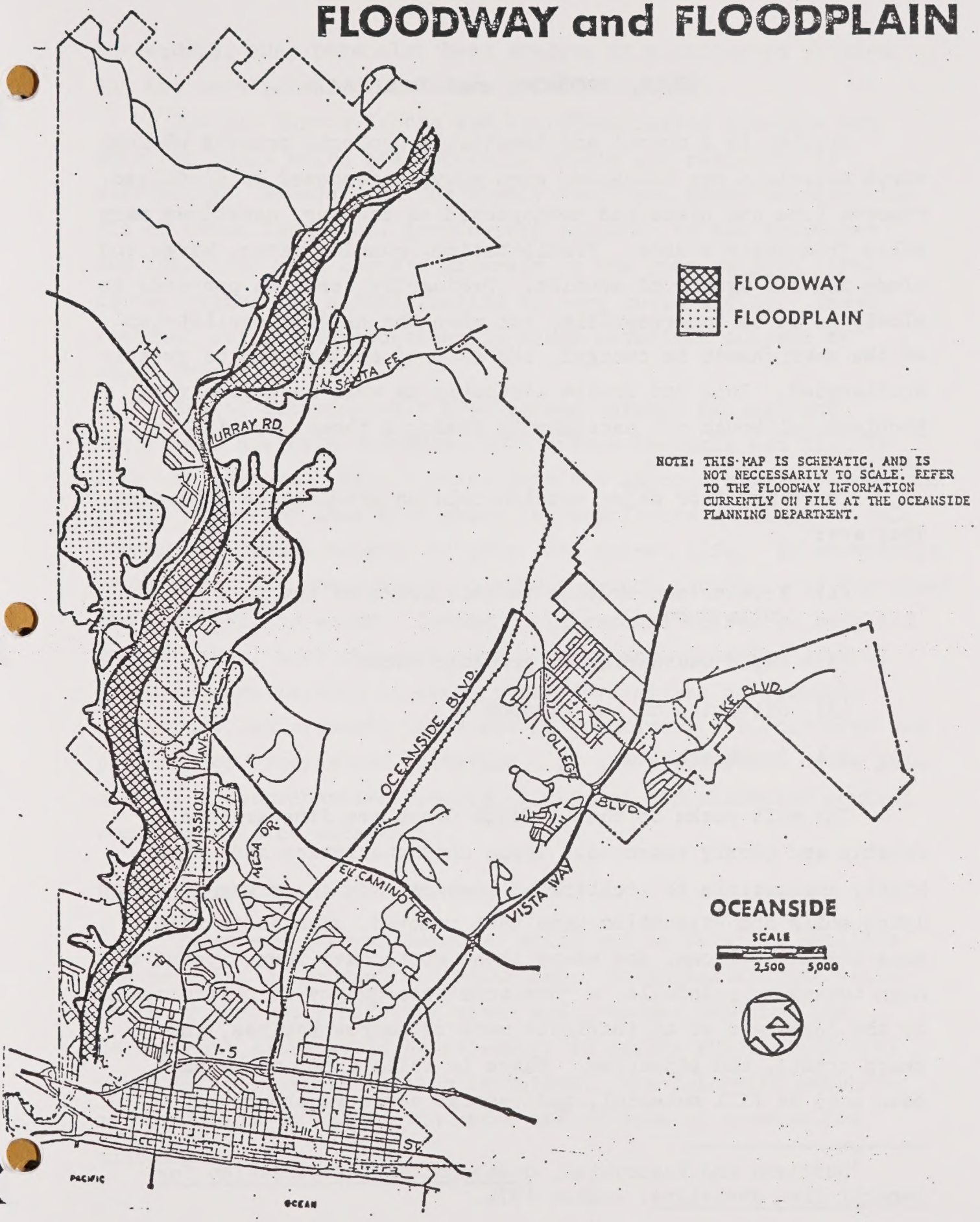
The Public Safety Element also addresses this subject in relation to geological, seismic, and other natural hazards.

NATIONAL FLOOD INSURANCE PROGRAM

The National Flood Insurance Program was developed as a result of the Flood Protection Disaster Act of 1973. Federal financial assistance or loans by federally supervised lending institutions in connection with properties located in flood-prone areas will be prohibited unless the community is participating in the Flood Insurance Program. Flood-prone areas are all areas within the 100-year flood level. Basically, the community is required to enact and enforce ordinances that will restrict construction of new buildings in flood hazard areas (floodplain), guide development of proposed construction away from threatened areas and improve long range management and use of flood-prone areas.

Oceanside has met these requirements and will participate in the National Flood Insurance Program. However, decisions about exact location of the floodway are pending discussions with the federal government, county, U. S. Corps of Engineers and local officials. Delineation of the floodway is currently under study by these agencies.

FLOODWAY and FLOODPLAIN



NOTE: THIS MAP IS SCHEMATIC, AND IS NOT NECCESSARILY TO SCALE. REFER TO THE FLOODWAY INFORMATION CURRENTLY ON FILE AT THE OCEANSIDE PLANNING DEPARTMENT.

MAP 2

SOILS, EROSION and DRAINAGE

Erosion is a normal and inevitable geologic process whereby earth materials are loosened, worn away, decomposed or dissolved, removed from one place and transported to another, sometimes many miles from their source. Precipitation, running water, waves and winds are all agents of erosion. Ordinarily, erosion proceeds so slowly as to be imperceptible, but when the natural equilibrium of the environment is changed, the rate of erosion can be greatly accelerated. This can create aesthetic as well as engineering problems, although not necessarily posing a threat to life or property.

There are four major erosion related problems in Oceanside.[5] They are:

(1) Accelerated erosion in soft rocks of the La Jolla Group

(2) Rapid weathering of granitic rocks

(3) Siltation of the lagoons

(4) Beach erosion

The soft rocks of the La Jolla Group are fine-grained, friable and poorly cemented. These characteristics made them highly susceptible to accelerated erosion. In areas where overlying soils and vegetation have been removed, such as in road cuts and excavations, and where these rocks have been exposed to high intensity rainfalls, a "badlands" topography is characterized by the formation of an intricate maze of narrow ravines, and sharp crests, and pinnacles. Where La Jolla Group rocks have been used as fill material, and vegetal cover is absent or

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[5] Burkland and Associates, Geotechnical Investigation for General Plan Revisions, August 1974.

inadequate, they have also been subject to accelerated erosion and the development of badlands characteristics.

The San Marcos Gabbro and Undifferentiated Tonalite are granitic rocks which are generally stable and resistant to weathering. However, in the highly fractured areas characteristic of these formation, groundwater collects in the fractures and interacts with certain minerals in the rock causing rapid decomposition and disintegration to very great depths. These residual soils are predominantly sandy materials subject to rapid erosion.

Eroded materials are transported through natural and artificial drainage channels, into stream channels and finally into the lagoons. Silt carried into the lagoons remains suspended in the water for some time where it constitutes a pollutant, altering the normal balance of plant and animal life. It eventually settles to the bottom where it alters bottom contours and decreases the depth of the water. During field reconnaissance by Burkland & Associates, they observed that erosion and siltation control measures were lacking in areas under development or recently developed. At present, there are no regulatory controls over the problems of erosion and siltation. If the lagoons are to be preserved, a comprehensive program of erosion and siltation control would have to be undertaken.

RECOMMENDATIONS TO CURB EROSION

There are several measures which can be taken to minimize the problems of erosion and siltation. Investigation and evaluation of currently affected areas and proposed building and development sites would be necessary to decide which measure(s) would be appropriate to each situation. The following measures are available to reduce the rates and effects of erosion and siltation:

1. Keep grading to a minimum, leave vegetation and soils undisturbed wherever possible.

2. Plant bare slopes and cleared areas with appropriate vegetation.

3. Chemically treat soils to increase stability and resistance to erosion.

4. Install retaining structures where appropriate.

5. Construct drainage systems to direct and control rate of surface runoff.

6. Construct silt traps and settling basins in drainage systems.

7. Construct weirs and check dams on streams.

GRADING AND EXCAVATIONS

The rocks and soils of Oceanside can be divided into two distinct groups on the basis of their excavation characteristics. The first group oxcurs in about 60 percent of the area and consists of the La Jolla Group, Linda Vista Formation, Quaternary alluvium, and beach and dune sand. The second group occurs in the remaining 40 percent of the area and consists of hard igneous and metamorphic rocks and their residual soils.

All the rocks and soils in the first group can be excavated with ordinary earth moving equipment, and they lend themselves readily to mass grading projects. The only significant geotechnical problem in this group is the necessity of providing appropriate drainage structures for groundwater and surface water. Slope stability is a relatively minor problem in excavations in this group.

The La Jolla Group rocks and soils are susceptible to accelerated erosion, therefore, surface water should be diverted away from cut and fill slopes in these materials. Silt traps

and settling basins should be provided downslope of grading and construction in the La Jolla Group. In areas of claystone beds, provision may have to be made for drainage of groundwater.

. It has been customary engineering practice to strip shallow Linda Vista terrace deposits during grading, thereby exposing the underlying La Jolla Group rocks. In such cases, the precautions indicated above for control of drainage and erosion would apply.

In the alluvium, groundwater levels are within a few feet of the surface in the lower alluvial valleys and lagoon areas. In some places, shoring and other support techniques would be needed during excavation. Drainage facilities would have to be provided for excavation and construction in those areas. Provision would have to be made for the control of surface water, including the possibility of flooding in the lower alluvial valleys. The soils in the lower alluvial valleys and lagoon areas are compressible and subject to settlement; any fills placed over them would also be subject to settlement.

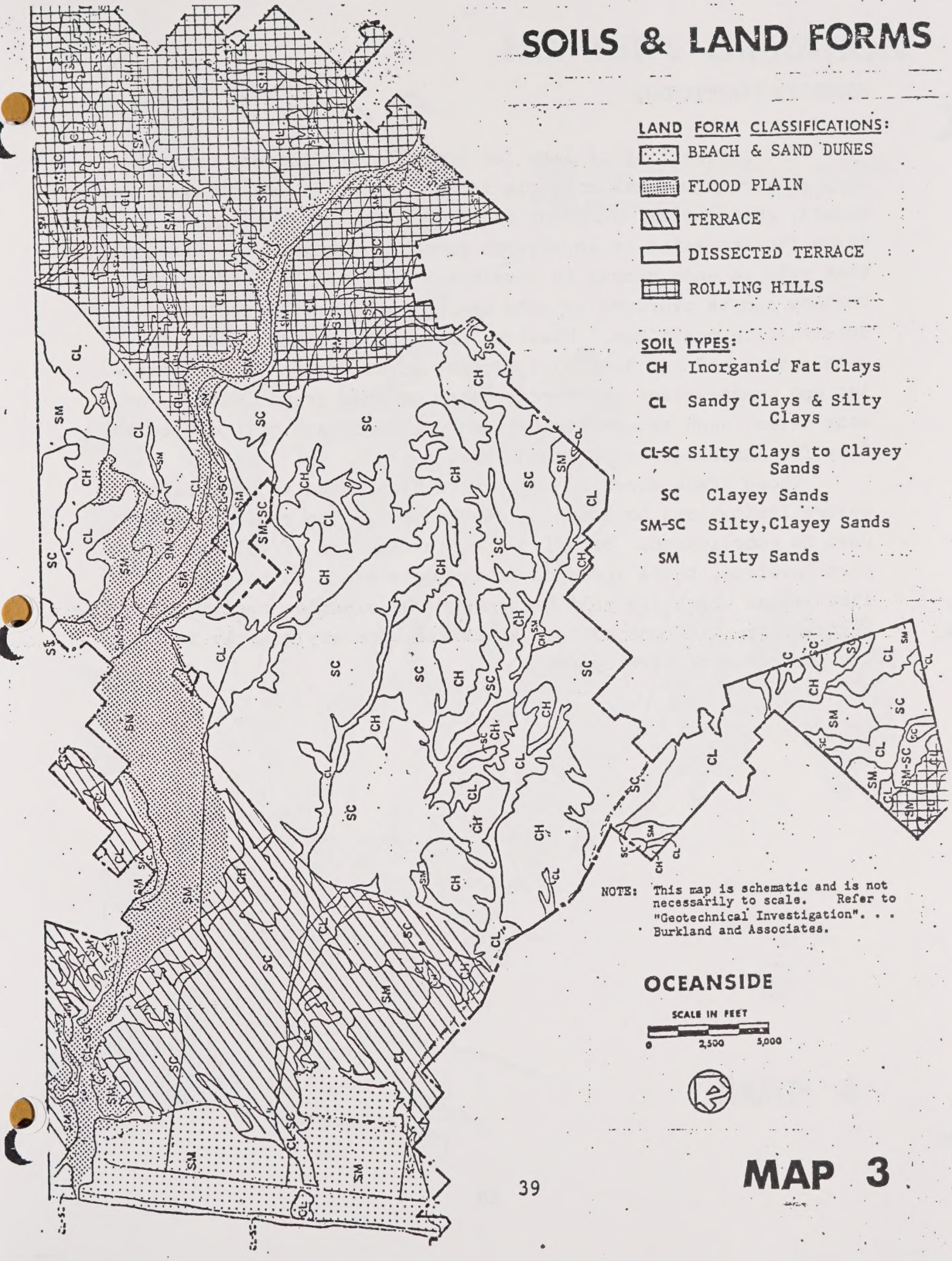
Excavations in beach and dune sands would require shoring. These materials are compressible and subject to settlement, as would be any fills placed over them.

The rocks of the second group are generally hard and require ripping and blasting to excavate. Trenching for utility lines is difficult and costly, and mass grading is usually not feasible. In some areas, particularly in the granitic rocks, weathering has decomposed these rocks into soils for a considerable distance below the surface. Provision may have to be made for drainage of groundwater and springs usually associated with these soils. The existence of these soils may create stability problems in cut slopes. Except where deeply weathered soils occur, steep slopes would generally be stable, as long as naturally occurring planes of weakness in geologic structures are not undercut. Boulders are very common in areas of deeply weathered soils. They would require blasting for removal during excavation.

In all cases, investigations should be conducted by engineering geologists and soil and foundations engineers at individual development sites prior to excavation.

Oceanside has enacted a grading ordinance that will mitigate the erosion of graded and excavated areas with proper enforcement. This ordinance sets minimum standards regulating excavation, grading and embankment of land within the City of Oceanside. It has also been recommended in the Public Safety Element of the General Plan that Oceanside develop a hillside ordinance in areas where slope stability is a question.

SOILS & LAND FORMS



MAP 3

HOMESITE LIMITATIONS

The suitability of land for homesite development depends on a number of natural criteria including slope, drainage, erosion hazard, shrink-swell behavior and rockiness. The extent to which these factors exist in an adverse manner determines the difficulty that will be encountered in developing a site. Each of these factors can be overcome by good design, engineering and sound construction practices. However, when these factors exist in combination and in their most adverse form, the costs of designing and construction to overcome them becomes prohibitive. In many cases, such severe limitations will increase the cost to the City for installation of urban services.

Those areas shown on Map 4 have been rated as possessing severe limitations to homesite development. The rating system used is complicated. Briefly, after evaluation of all the factors involved, these areas have been determined to possess limitations which can only be overcome by superior design, engineering, and construction practices, thereby greatly increasing the costs of development.

HOMESITE LIMITATION

MAP 4

COASTAL PRESERVATION

Oceanside has approximately three miles of frontage on the Pacific Ocean. The shoreline beach area is one of the City's most valuable assets in terms of recreational amenities and tourist inducements.

The beach is a dynamic geological phenomenon. Wave action is constantly shifting the particles of sand to new positions as well as depositing sand particles carried from other locations. When a shoreline is in equilibrium, the wave action will replace as much sand as it picks up, thereby keeping the same volume of sand on the beach at all times.

However, construction of barriers will modify this wave action, and the transportation of sand particles will be interrupted. Sand particles above the barrier will be held back while the erosive wave action below the barrier will continue to deplete the sands.

Breakwaters and groins are the type of barriers that will interrupt this natural beach restoration process. With the construction of Camp Pendleton's breakwater in 1942, the beach area up coast eventually gained approximately 40 acres while Oceanside's beach consistently lost about 40 acres of area.

Other factors contributing to the modification of wave action locally are:

(1) A sheltered harbor entrance.

(2) Sea floor depressions such as a dredged channel and offshore canyons.

(3) Screens, such as clustered pilings under the pier.

(4) Offshore reefs and sills.

There are currently three alternatives under consideration by the U. S. Corps of Engineers to mitigate the beach erosion

problem in Oceanside.

(1) Periodic replenishment (current and short range solution): Sand from Camp Pendleton breakwater area and harbor dredgings is transported via a sand conservation pipe to fill in and maintain a minimum beach width. This usually occurs in the fall and winter months.

(2) Continuous groin field: Construct groins similar to ones at harbor entrance at approximately 1,000' intervals along the beach (generally considered an inferior solution in this instance).

(3) Submerged offshore sills ("reefs") (superior long range solution): Reduces incoming wave energy and therefore cuts erosive action of waves. This alternative would be beneficial and is currently proposed as the most appropriate course of action.

These alternatives will be evaluated in terms of planned development of the beach area, and the best alternatives should be utilized and combined to produce optimum beach characteristics for the particular planned uses. Until then, periodic replenishment by the federal government will continue to be used as the means of conserving this resource.

MINERALS

There are two major areas of mineral deposits within the City. One of these is the San Luis Rey River basin which contains landfill and beach sand (non-construction quality) and construction quality sand suitable for concrete and plaster. The other significant deposit consists of silica sand, primarily used in glass manufacturing.

The County of San Diego has undertaken a River Sand Resource Study (June 1974). In its report, the sand deposits in the San Luis Rey River Basin comprise 73.5 percent of total available deposits accessible to sand producers. This figure takes in the North County Market Area, of which Oceanside is a part. Presently, there is one sand producer operating in the floodplain in Oceanside. However, most of the sand deposits are found in the urbanized area within the City of Oceanside and these deposits are classified as "unavailable" in the County study. The study concludes that

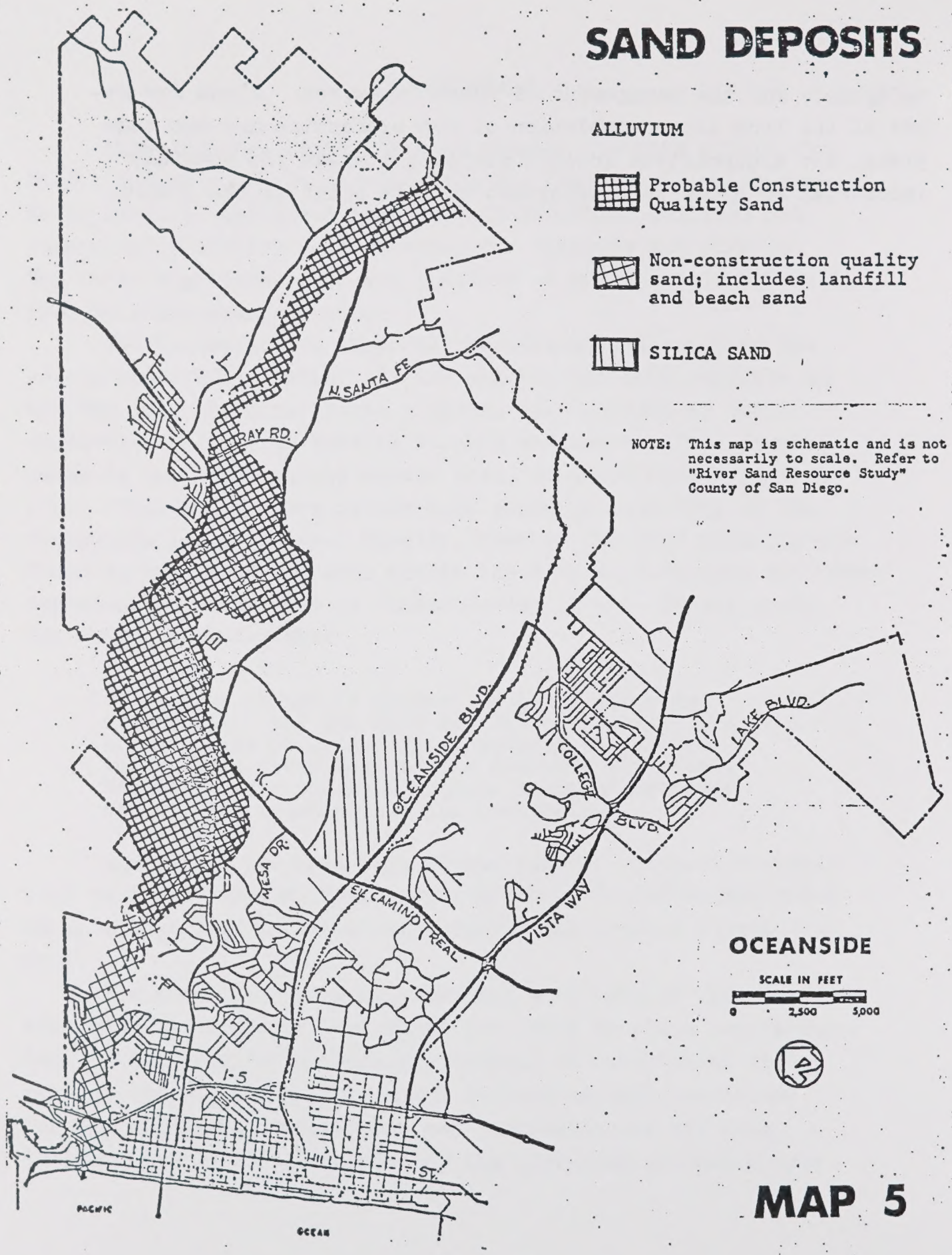
> ". . . even though it contains a great quantity of material, the San Luis Rey River probably does not have the potential for supplying an increasingly large percentage of the County's sand needs for many years unless a cheaper means of transportation than trucking becomes available."

Currently, the more significant mineral extraction operation is found along El Camino Real north of Oceanside Boulevard. Here, silica sand is being extracted by the Crystal Silica Company.

The sand from these deposits has a variety of uses in construction and industry; the chief use being in glass manufacturing. The operation is under the control of conditional use permits issued by the City, which include several conditions for the operation, maintenance and restoration of the area. Periodic review and inspection of the operation assures proper

safeguards for the management of these resources. Plans for re-use of the land after completion of the extraction are not complete, but alternatives include recreation areas and possibly industrial or homesite development at some point in the future.

SAND DEPOSITS



MAP 5

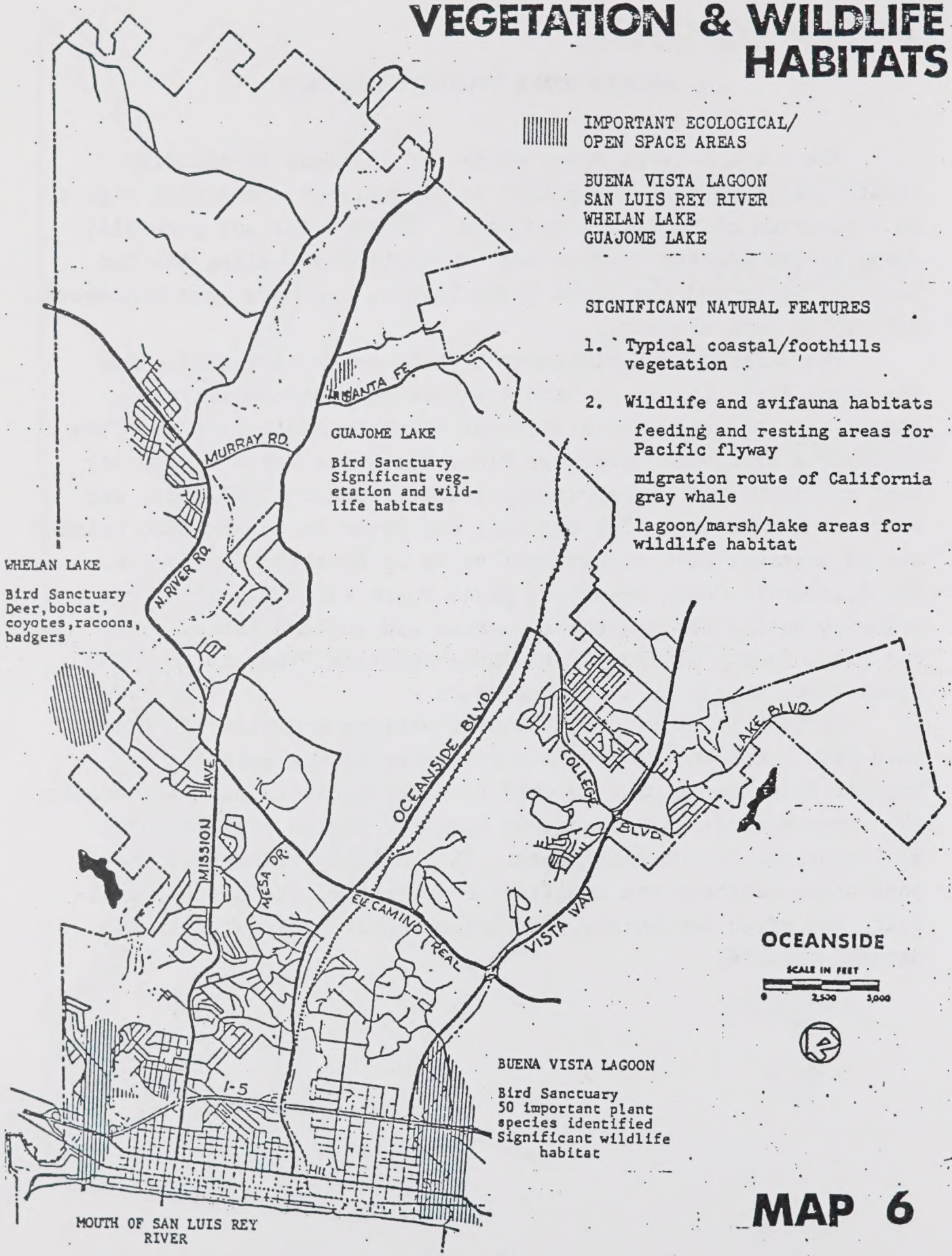
VEGETATION & WILDLIFE HABITATS

There are several areas within or adjacent to the City limits that have been recognized as significant areas with regard to vegetation and wildlife habitats. These areas are generally found in the wetland regions and, in particular, along the San Luis Rey River and the Buena Vista Lagoon, and have been discussed earlier in this element.

The California Environmental Goals and Policies identify the Buena Vista Lagoon as both a significant scientific and educational resource and a critical wildlife habitat. Under the California Protected Waterways Plan, the Buena Vista Lagoon has been designated an extraordinary scenic, fishery, wildlife, and recreation waterway. The San Luis Rey River marsh has been pointed out as waterway with significant value in Southern California. The California Ocean Area Plan gives Buena Vista Lagoon a high priority rating for coastal estuarine and wetland areas. The San Diego County Regional Park Implementation Study recommends Buena Vista Lagoon as a regional park.

Partial lists of plant classifications and wildlife that have been noted in the area are available in the Planning Dept. Special attention should be paid to these habitats and, especially, the known habitats of endangered species, in the evaluation of Environmental Impact Statements. It should be remembered that once these habitats are modified or destroyed, it is very difficult, and often impossible, to restore these areas of delicate natural balance.

VEGETATION & WILDLIFE HABITATS



MAP 6

AIR QUALITY

Oceanside falls within the San Diego Air Basin and, therefore, is within the jurisdiction of the San Diego County Air Pollution Control Board. A major regional planning effort is underway by the San Diego Air Quality Planning Team. This team is comprised of representatives from the San Diego County Air Pollution Control Board, Comprehensive Planning Organization (CPO), and the California Department of Transportation (CALTRANS). General information and research findings of the Planning Team are made available to local agencies for review and reference.

The San Diego Air Quality Planning Team will be responsible for developing a Regional Air Quality Strategy (RAQS) which will satisfy the Federal and State air quality requirements. Immediate Federal requirements have been satisfied with the preparation of the Indirect Source Review and Parking Management Plan.

Oceanside has generally shown the same trends in air quality as the rest of the county. The major trends since 1960 include the following:

(1) Lower oxident levels (due to improved auto emission controls).

(2) Slight decrease in oxides of nitrogen.

(3) Little or no change in nitrogen dioxide, sulfur dioxide and hydrocarbons.

(4) Decrease in carbon monixide levels (probably due to favorable weather conditions).

It should be understood that levels of air pollution vary with overall climate, localized weather conditions and other factors, including pollution from outside sources. There is a monitoring station located in Oceanside that supplies data to the San Diego Air Quality Control District.

Mining and excavation, industry and development projects are subject to regulations and controls of the San Diego Air

Pollution Control Board and should exercise dust controls and noise abatement measures as necessary to protect the health and well being of the surrounding community.

AGRICULTURAL RESOURCES

Lands capable of supporting agriculture operations are readily identified by a soils interpretation study. Agriculture can be viewed both as a natural resource and as a land use capable of supporting the City's economic base. These arguments, however, have not always withstood economic and political pressures for development. Recently, agriculture has been viewed as a means of shaping and separating conflicting land uses and of relieving government of the responsibility of extending expensive urban services.

The agriculture industry in Oceanside is valued at approximately $12 million annually. This accounts for approximately 10 percent of San Diego County's agricultural output. Major crops include avocados, tomatoes, citrus and nursery stock.

There are two primary areas of significant agricultural production in the City. The first, Morro Hills agricultural area, is generally north of Mission Avenue and east of Vandergrift Boulevard. Avocados are the primary crop here and production contributes to the North County output of over 90 percent of all avocados in California.[6] The second area is the Rancho del Oro property between Mission Avenue and Oceanside Boulevard. Originally planned for subdivision and housing development, planting began in 1967 and is now expected to continue for the foreseeable future. The ranch contains the largest lime grove in California, more than 10 percent of the State's total lime plantings, plus significant numbers of lemons, oranges, tangelos and avocados. In all, there are over 41,500 trees on the 2,200 acres. The owners of the ranch are also working with the University of California at Riverside Extension Service on a biological pest control project.[7]

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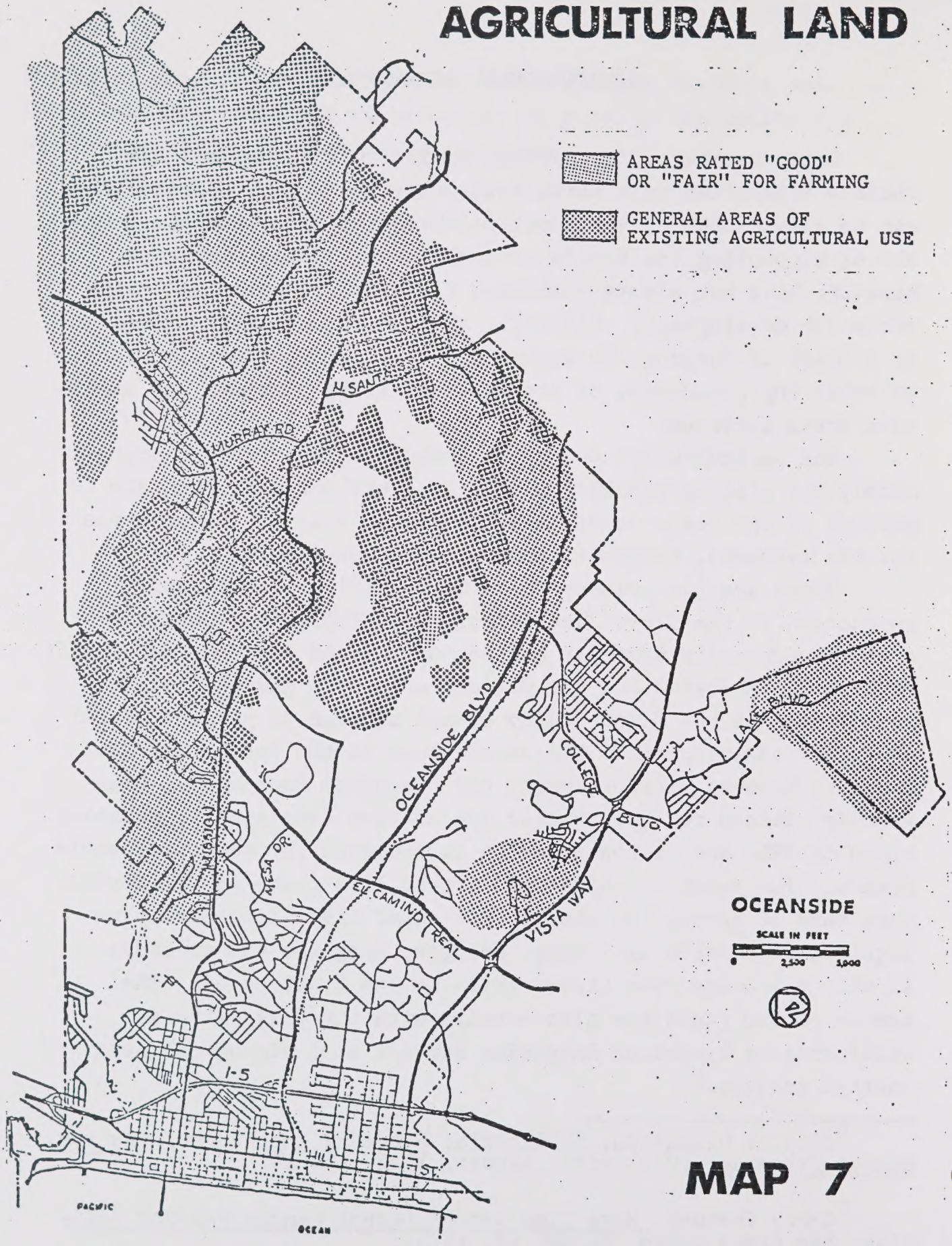
[6]City of Oceanside, California, Planning Department, Environmental Statement (Oceanside, August, 1972), p. 19.

[7]Larry Freeman, Huge Lime Groves Latest Rancho del Oro Addition, San Diego Union, August 12, 1973.

AGRICULTURAL LAND



MAP 7

CULTURAL SITES

This area is rich in historical material. Prominent among these features are three sites in particular--the Mission San Luis Rey de Francia, the Rancho Guajome and the Grave of Francisco de Ulloa.

MISSION SAN LUIS REY

Mission San Luis Rey de Francia, four river miles upstream from the ocean, was founded in 1798 by Padre Lasuen. It brought civilization and culture to the San Luis Rey River Valley. Mission San Luis Rey, the eighteenth of 21 California missions, was named after King Louis IX of France. This mission is known as the "King of the Missions" because it was the largest and one of the most beautiful architecturally. The mission is actively functioning - daily tours are conducted and services are held Sundays. The mission is on a mesa and is not subject to flooding. The oldest living and one of the first pepper trees (Shinus molle) planted in California is located adjacent to the mission. This tree, from Peru, planted in 1830, is not in the floodplain. The sunken garden of the Mission San Luis Rey is one-half mile south of the mission. An Indian-laundry area made of adobe tile was discovered when a canal was uncovered during the restoration of the gardens. The laundry area was covered by silt during flooding over a century ago.

RANCHO GUAJOME

Rancho Guajome Adobe, located off North Santa Fe Road, southeast of Guajome Lake, is a handsome old structure, currently in disrepair. The large ranch house, around a central courtyard, has an impressive "portale" built with a long row of arches. The original owners were among the first settlers of this valley. It is typical of the early California architectural style.

GRAVE OF FRANCISCO DE ULLOA

. On June 30, 1540, two years before Juan Rodriguez Cabrillo discovered San Diego Bay, Francisco de Ulloa sighted land at the mouth of the San Luis Rey River. Later that summer, the Spaniards disembarked and explored the floor of San Luis Rey Valley.

Francisco de Ulloa and several of his men became ill during this expedition and died. His grave has been discovered recently and efforts to preserve the site are underway.

The San Diego Museum of Man has identified archaelogical sites in the Fire Mountain area, near San Francisco Peak and in the Guajome Lake region. The museum also indicates that the survey of Oceanside is incomplete and that identification and excavation of present and future sites should be done by trained, scientific personnel. Precautions should be taken to prevent vandalism and destruction of the sites by improper excavation.

On the following page are the park and recreation standards adopted by the City of Oceanside in 1974 with adoption of the Education and Recreations Facilities Element. These standards attempt to distinguish between various sizes and functions of parks and the geographic areas they will serve. To determine how well the City is meeting these standards, it was necessary to identify all the recreation areas in the City (public and privately owned) by function and compute the total acreage serving each function. By City standards, the total area exceeds the minimum adopted recreational standards.

The County of San Diego and the Comprehensive Planning Organization recommend 15 acres of local parkland and 15 acres of regional parkland for every 1,000 people. Almost all regional parks in San Diego County are within the recommended one-hour driving time of Oceanside; therefore, there should be no shortage of regional parks available for City residents for at least the next 20 years, based on these standards. Oceanside is fortunate to have one of these regional parks within the City and one proposed regional park (Calaveras) directly adjacent; and as these parks develop, they will be serving more and more as community parks for City residents. These parks plus the park dedication of 5 acres per 1,000 people required by the City Subdivision Ordinance will satisfy the need for local recreation areas based on city, county and CPO standards.

INVENTORY OF PRESENT OPEN SPACE AND SCENIC AREAS

Map 8 presents an inventory of areas which serve as open space and which are currently dedicated or restricted in some manner to ensure their preservation. These areas include parks, schools with their adjacent playgrounds and athletic fields, golf courses, cemeteries, churches with extensive grounds,

RECREATION STANDARDS

RECREATION STANDARDS for CITY of OCEANSIDE

Classification / Criteria	Playlots & Vest Pocket Parks	Neighborhood Parks	Community Parks	Regional Parks	Special Areas & Facilities
Acres/1000 people	0-5	2-10	2-10	15-18	Not Applicable
Size Range	2,500 sq.ft. to 5 acres	Min. 5 acres, Optimum 10-30 acres without school. 5-25 acres with school. No maximum size.	Optimum 20-100 acres. No maximum size.	200+ acres	Includes parkways, beaches, green belts and trails, plazas, historical sites, floodplains, downtown malls, and small parks, tree lawns, etc.
Population Served	500-2500	2000-5000 optimum 10,000 maximum	5000 minimum 10,000-25,000 optimum 50,000 maximum	Entire County	
Service Radius	Sub-neighborhood	1/4-3/9 mi. optimum 1 mi. maximum in rural areas	1/2 - 3 miles	Within 1 hour driving time	
Desirable facilities	playground playfield	playground ballfield basketball courts playfield	Tennis Courts lighted ballfield swimming pool meeting rooms	Natural areas golf courses	

TABLE 1

and visual elements such as the ocean and Camp-Pendleton. For the most part, these areas are in the developed portions of the City. Two very notable exceptions are the new municipal golf course and Guajome Regional Park. It is to the City's credit that both of these projects will be preserved as open space before intensive urban development occurs in their respective areas. If the City wishes to maintain the rural-residential quality that exists in the outlying areas of Oceanside, further steps will have to be taken to ensure preservation of open space lands before development occurs.

EXISTING OPEN SPACE

I. Public Owned Recreation Areas

1. Beach
2. Pool and Playground
3. Ball fields
4. Oceanside Community Park
5. Joe Balderrama Park
6. Buddy Todd Park
7. Capistrano Park
8. Rotary Park
9. John Landes Park
10. Libby Lake
11. Golf Course
12. Valley Park
13. Fire Mtn. Playground
14. Guajome Regional Park
15. Harbor
16. Water Recharge Areas
17. N. River Road Park

II. Other Recreational Areas

21. Oceana Golf Course
22. El Camino Country Club
23. Beach
24. Henie Hills Recreation Area

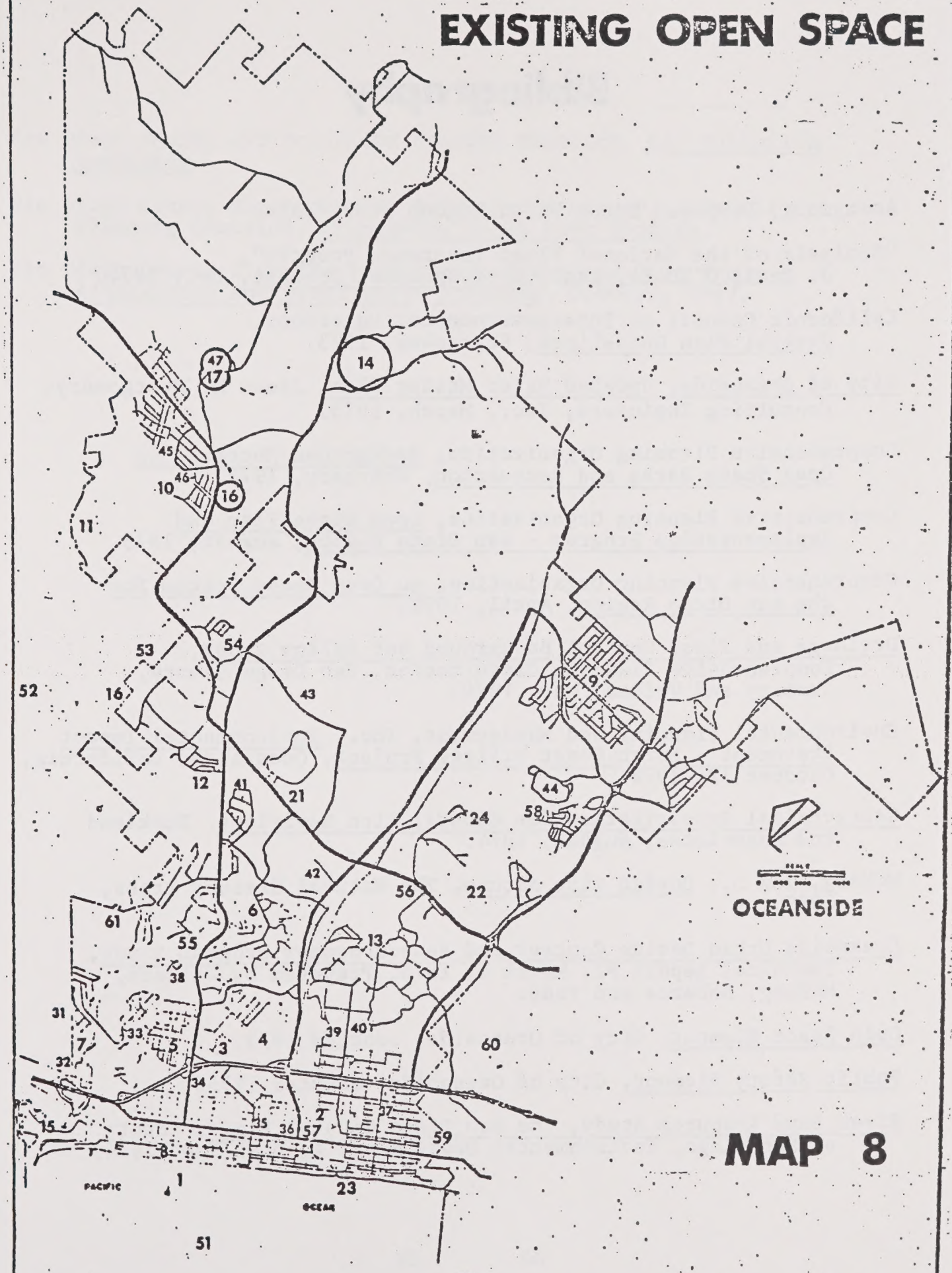
III. Schools

31. North Terrace Elementary
32. San Rafael Elementary
33. Laurel Elementary
34. Oceanside West High School
35. St. Mary's Elementary
36. Ditmar Elementary
37. South Oceanside Elementary
38. Mission Elementary and Jefferson Jr. High
39. Lincoln Jr. High School
40. Palmquist Elementary
41. San Luis Rey Elementary
42. Garrison Elementary
43. Oceanside East High
44. MiraCosta College
45. Pacifica Elementary
46. Libby Elementary
47. Libby Annex Elementary

IV. Visual Open Space

51. Pacific Ocean
52. Camp Pendleton
53. San Luis Rey River
54. San Luis Rey Mission
55. Rosicrucian Fellowship
56. Cemetery
57. Cemetery
58. Utility Easement
59. Buena Vista Lagoon
60. Hosp Grove
61. St. Charles Priory

EXISTING OPEN SPACE



MAP 8

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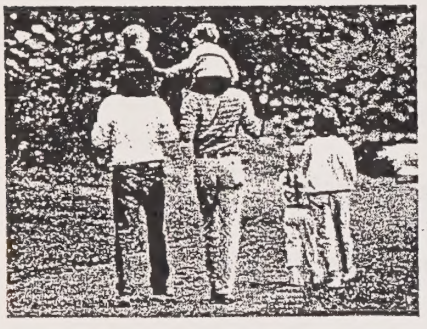
CITY OF OCEANSIDE

Recreational Trails Element

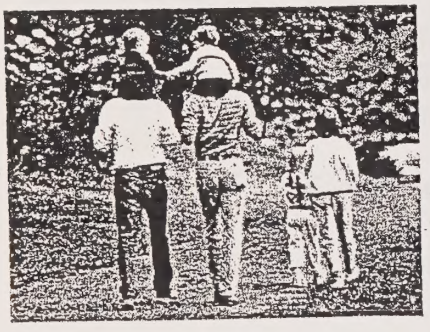
A SUB-ELEMENT OF THE CIRCULATION ELEMENT

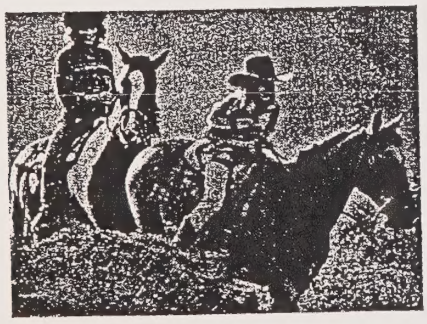


CITY OF OCEANSIDE

Recreational Trails Element

A SUB-ELEMENT OF THE CIRCULATION ELEMENT





CITY OF OCEANSIDE

Recreational Trails Element

Sub-Element of the Circulation Element (GPA 5-95)

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Planning Commission
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1.0 INTRODUCTION

The City of Oceanside is a city in the coastal zone of northern San Diego County, bounded by the Pacific Ocean on the west, Camp Pendleton on the north, the City of Vista and County of San Diego on the east, and the City of Carlsbad on the south. City residents have the advantage of many recreational resources, both within the city and in adjacent cities. These resources include the beach, Buena Vista Lagoon, the San Luis Rey River, over 24 parks and community centers, Calaveras Lake, and Hosp Grove.

Interstate 5 is located on the City's western edge, connecting Oceanside with Camp Pendleton and Orange County to the north, and Carlsbad and other coastal cities of San Diego County to the south. Highways 76 and 78 provide linkages from the coast eastward to the City of Vista and County of San Diego. Two rail corridors pass through the City; a north-south line and an east-west line.

1.1 Purpose

The purpose of the Recreational Trails Element is to state the specific goals and objectives which will improve the operation and design of the City's trail system for bicycles, pedestrians, and equestrians. This Element will replace the City's Non-Motorized Transportation Element (1976), and become a sub-element of the Circulation Element. This Element will provide the vision and policy guidance for the City's trail planning efforts.

The goal of the Element is to provide a safe and efficient trail network to enable residents of the City access to the many resources the City of Oceanside has to offer. This framework will provide access for recreation and alternative circulation for non-motorized users through an interconnected system of trails linking residential neighborhoods to city and regional parks, schools, colleges, the San Luis Rey River, and the beach. The system is also designed to connect with regional trails, including the planned Countywide trails, and trails in the neighboring cities of Carlsbad and Vista, where there are significant open space and recreational resources.

Implementation of the trails system will be accomplished incrementally, phased with road improvements or new development.

Planning for the Element has included review of environmental impacts through preparation of an initial study and negative declaration.

1.2 Authority for the Element

Although the Recreational Trails Element is not a mandatory element required by State planning law, Government Code Section 65560(b)(3) stipulates that the General Plan address "...open space for outdoor recreation including but not limited to, areas of outstanding scenic, historical and cultural value; areas particularly suited for park and recreation purposes, including access to lake shores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservation, including utility easements, banks of rivers and streams, trails, and scenic highway corridors..."

In addition, Government Code Section 65303 states that local governments may adopt "...any other elements or address any other subjects which...relate to the physical development of the county or city." Such "other" elements are called "optional" elements. Upon adoption, an optional element becomes an integral part of the General Plan. It has the same force and effect as the mandatory elements and must be consistent with the other elements of the plan. In turn, zoning, subdivisions, public works, private development and specific plans must be consistent with all optional elements.

1.3 Relationship to Other Elements

The Recreational Trails Element relates to the other elements of the City of Oceanside's General Plan in a variety of ways:

- The Land Use Element directly relates to this element by designating areas of the City where open space and recreational opportunities exist.

- This Element addresses bicycle and pedestrian trail systems, which relate to the City's overall circulation system addressed in the Circulation Element and Scenic Highways Element.

- The Recreational Trails Element's relationship to the Housing Element is based upon the need to serve a growing population's recreational needs.

- This Element relates to the Safety Element by addressing the safety and welfare of the community relative to leisure time and trail activities provided in the City.

- The Element relates closely to the Open Space/Conservation Element in that the trail linkages within the community connect much of the open space area in the City, including parks, river, beach, and canyon areas.

- The Community Facilities Element identifies the major community components, including trails.

- Those persons using the City's trails for commuting purposes reduce the vehicle load on city streets, and thereby reduce noise and air pollution. Thus, this Element relates to the Noise Element.

2.0 EXISTING CONDITIONS

The City of Oceanside has an extensive system of planned trails for bicycles, pedestrians, and equestrians. A portion of this system has been implemented as part of development activities and in the course of road improvements. Unimplemented trails will become the focus of the implementation phase of this Element, Section 6.

2.1 Planned Trails

2.1.1 Regional

Oceanside occupies a unique position in the region. Located in the northwestern corner of San Diego County, contained within its boundaries are several corridors which provide critical linkages to the region. These include:

- The San Luis Rey River corridor, providing connection between San Diego County on the east and the beach;
- Nearly four miles of beach, providing connections to the City of Carlsbad to the south and Camp Pendleton to the north;
- Two railroad corridors, one north-south, the other east-west, with significant easements which are planned for multi-use trails; and
- Direct connection to a major recreational and commuter bicycle route through Camp Pendleton which connects San Diego County to Orange County.

Planned regional trails include the following:

County of San Diego: Current trail proposals within the County include several routes within the City of Oceanside. These routes include: 1) a paved multi-use (bicycle, equestrian and pedestrian) trail along the San Luis Rey River; 2) a paved bicycle/pedestrian rail-trail along the east/west railroad line connecting to the cities of Vista, San Marcos and Escondido, 3) a paved bicycle/pedestrian rail-trail along the north/south railroad leading to Camp Pendleton and the City of Carlsbad; and 4) a natural material trail north along Sleeping Indian Road leading

into Fallbrook. In addition, at the City's southern border with the City of Carlsbad, a proposed unpaved hiking trail is planned on the southern edge of the Buena Vista Lagoon, to connect with Calaveras Lake and beyond.

Buena Vista Lagoon Trail: There exists a joint powers agreement that regulates development around Buena Vista Lagoon. This lagoon straddles the boundary between the cities of Oceanside and Carlsbad. Currently there is a small interpretive area located off Jefferson Street in the City of Carlsbad adjacent to the Oceanside City boundary and an Audubon Nature Center adjacent to the lagoon in the City of Oceanside. An application has been made for funds for a boardwalk, though this would be located within the City of Carlsbad. The City of Carlsbad has plans for a trail along the southern portion of the lagoon, providing connection to a regional trail.

In addition, a boardwalk across the lagoon is planned to connect the rail-trail with Coast Highway. This boardwalk will cross from Oceanside to Carlsbad.

Rail-Trails: The City has signed a Memorandum of Understanding (MOU) with the City of San Marcos regarding the Oceanside to Escondido Rail-Trail Project. The railroad right-of-way is under the control of the North County Transit District, which plans to construct a commuter rail line from the Oceanside Transit Center to the Escondido Transit Center, through the cities of Vista and San Marcos. An integral part of the facility will be the construction of a Class I bikeway parallel to and within the right-of-way of the rail tracks. According to the study prepared by Darnell & Associates in March, 1994, the bike path will consist of a 16 foot wide, two way trail separated from the rail lines by a chain link fence.

A second study is anticipated in the near future to investigate and plan a bikeway along the north/south rail line which parallels the Coast Highway.

2.1.2 City

Equestrian: The City has a relatively large and active equestrian population, and consequently has adopted an Equestrian Overlay District (EQ Overlay) as part of its zoning ordinance. This overlay requires off-street equestrian paths and includes design criteria for locations of paths and other equestrian facilities. Planned equestrian trails in the City primarily consist of the San Luis Rey River Trail, with links to Guajome Park and Camp Pendleton.

Aside from the facility in Ivey Ranch Park which currently has four horses and offers riding lessons to both disabled and able riders, there are no equestrian facilities in the city (stables or equestrian centers). Ivey Ranch Park has plans to

expand its facility, including the addition of a covered arena. Currently, the nearest covered arena is located in the City of Vista.

Currently there are two connections planned from the EQ District across Highway 76 to the San Luis Rey River, one at Melrose and one at North Santa Fe. These crossings will include crosswalk buttons at horse rider height and areas sufficiently large to accommodate two horses.

Bicycle: The City is criss-crossed with planned bicycle trails, some of which have been constructed. Design standards for all arterials and major roadways in the City call for bicycle lanes, constructed as the roadways are improved through the City's Capital Improvement Program.

- Class I planned bikeways include primarily the three major regional corridors: the east-west and north-south rail-trails, and the San Luis Rey River trail.

- Class II bikeways include seven major north-south systems: Melrose Drive/Sleeping Indian, College Avenue/Lake Boulevard, Rancho Del Oro, El Camino Real, Canyon Drive, Coast Highway, and Pacific Street. Major east-west routes include Mission Avenue, Mesa Drive, Oceanside Boulevard, and Vista Way.

- Signed bike routes (Class III) are few and fragmented, concentrated in the Fire Mountain and beach areas.

Pedestrian: Aside from sidewalks on all fully improved roads in the City and paths within City parks, there are few facilities specifically designated for pedestrians. The City has identified a downtown History Walk with a route on Pier View Way, Coast Highway, Seagaze Drive, Ditmar, Topeka Mission, Pacific, Cleveland, Sportfisher Drive, and Tremont Streets. This route covers the historic architectural resources downtown. It should also be noted that all Class I trails, such as the rail-trails and San Luis Rey River, accommodate pedestrians.

In addition, the City has identified pedestrian beach accessways in a number of locations along the coast.

2.2 Constructed Trails

Bicycle: Of the trails and bikeways planned in the City, many have been constructed, with over 80 miles of existing bikeway. The major constructed bikeways and trails include most of the beach access points, and portions of the Class II trails throughout the City (El Camino Real, Canyon Drive, Rancho Del

Oro, College Boulevard, Melrose Drive, Douglas Drive, Vista Way, Lake Boulevard, Cannon Road, and Mesa Drive). Bike lane striping and signage is lacking throughout the City and should be prioritized.

The City's Capital Improvement Program has identified several bikeway segments for improvement in the coming years.

Equestrian: Existing equestrian trails are located in Guajome Park and within the EQ Overlay District. These EQ Overlay District trails include the following:

- Ranch View Road
- Jeffries Ranch Road
- Spur Avenue
- Old Ranch Road (portion)
- Buckboard Drive
- Wagon Wheel Drive
- Hackamore Road
- Trotting Horse Road
- Churchill Downs Road
- Belmont Park Road
- Off street trails connecting to Guajome Park
- Del Mar Road

Pedestrian: Existing pedestrian facilities include sidewalks on most city streets, the beach area, walking tour area, and hiking opportunities at Calaveras Lake and Buena Vista Lagoon. Constructed beach access points include the following:

- Witherby Street
- Croswaithe Street
- Oceanside Boulevard
- Forster Street
- Marron Street
- Hayes Street
- Wisconsin Avenue
- Seagaze Drive
- Ash Street
- Sportfisher Drive
- 2nd Street/Mission Avenue
- Pier View Way (Oceanside Pier)
- Civic Center Drive
- Tyson Street
- Surfrider Way
- Windward Way
- Neptune Way
- Cassidy Street
- Breakwater

3.0 FORECASTING

Demand analysis and trail forecasting reviews the relationship between bicycle and other trail use, land use patterns, and city demographics. The analysis identifies activity centers and public/civic facilities where non-vehicular traffic such as bicyclist, pedestrians, and equestrians may be destined, and reviews the needs of user groups. Activity centers include parks and cultural facilities; schools and libraries; and employment areas such as commercial and industrial corridors.

The components of forecasting include identification of the following:

- **Trip Attractors** (destinations for recreational or commuter trips)

  Factors:
  - Activity Centers: recreational, cultural, and other destinations
  - Land Use: the amount, coverage, and location of development
  - Employment: trends and policies, as well as commuting patterns

- **Trip Generators** (the pattern and characteristics of the population who will use the trail system)

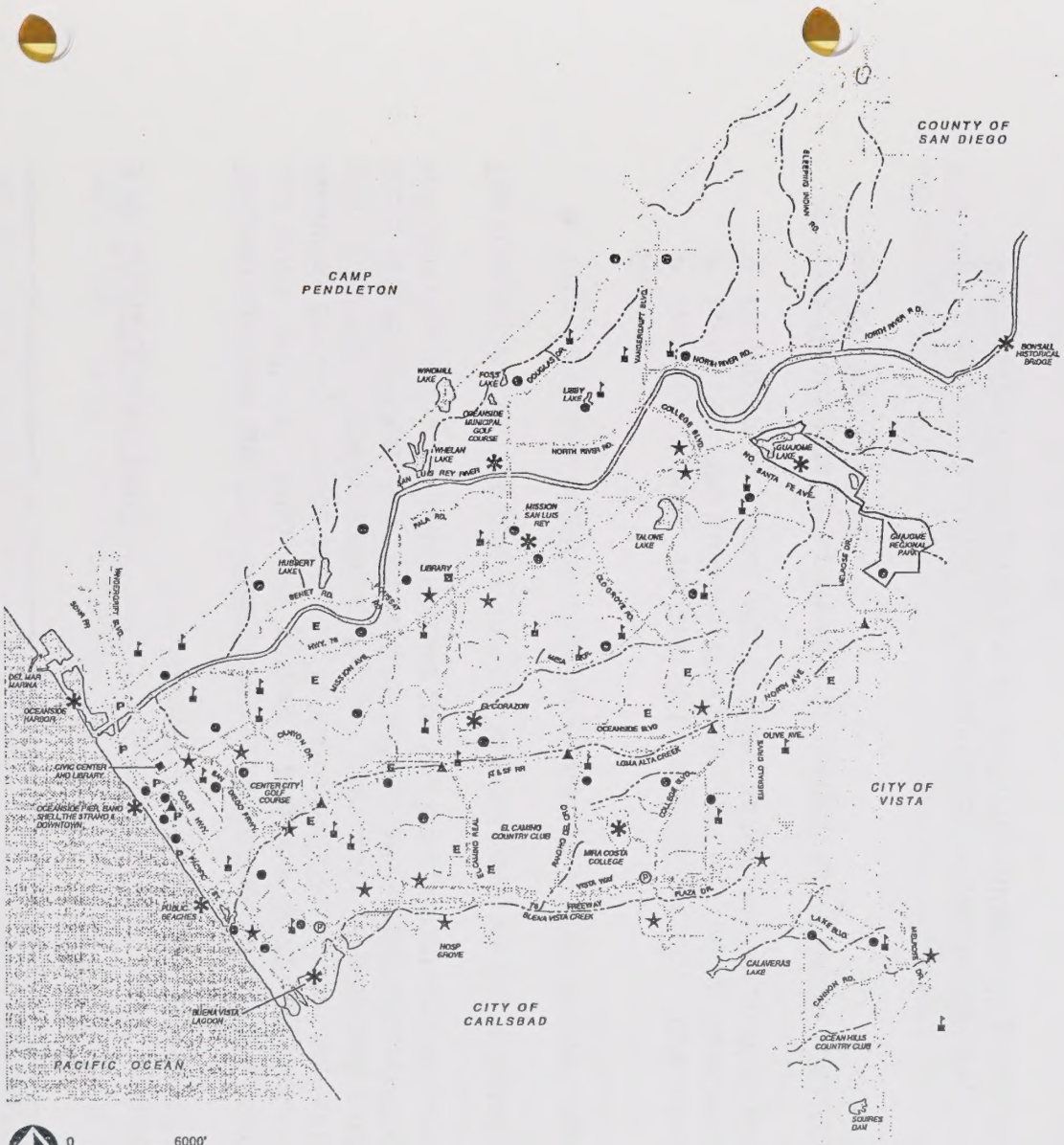
  Factors:
  - Land Use: location and concentration of residential areas
  - Demographics: projections, trends, densities, and population makeup

3.1 Attractors

Attractors are defined as land uses which *attract* non-motorized vehicle trips, via bicycle, equestrian, or pedestrian means. These attractors, or activity centers, are trip destinations which include recreational and employment land uses.

3.1.1 Recreation

The City has 24 existing parks and community centers (see listing below and Exhibit 1, *Activity Centers*). A parks master plan has been prepared, which adds additional public park sites in the City.



LEGEND

- Library
- City Park / Community Center
- School
- Major Community Focal Points
- Commercial Center
- Transit Station
- Park and Ride Facilities
- P — Public Parking Lots
- Blue Line Streams (USGS)
- E — Employment Centers

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Activity Centers

EXHIBIT 1

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Recreational activity centers of particular interest are Guajome Regional Park, which contains a number of internal trails, and Oak Riparian Park, which contains a trail connection with Calaveras Lake in the City of Carlsbad.

Existing Parks and Community Centers

- Guajome Regional Park
- Buccaneer Park
- Fireside Park
- Ivey Ranch Park
- Lion's Club Park
- Pacific Street Linear Park
- Rancho Del Oro Park
- Joseph Sepulveda Park
- Strand Beach Park
- Capistrano Park
- Marshall Street Swim Center
- John Landes Community Center
- Americanization School
- Joseph Carrasco Park
- Buddy Todd Park
- Heritage Park and Museum
- Libby Lake Park
- Oak Riparian Park
- Palisades Park
- Marlado Highlands Park
- Spring Creek Park
- Alamosa Park
- Tyson Street Park
- Balderrama Community Center
- N. River Road Community Center

Planned Parks identified in the Parks Master Plan include Morro Hills Park, Douglas Drive Frontage, Whelan Lake, San Luis Rey River Passive Park, Tule Canyon Park, Guajome City Park, Martin Luther King Jr. Park, El Corazon Park, Fire Mountain Park, Lake Park, Pilgrim Creek Open Space River Park, and Downtown Park.

Areas of special interest in the City include the Mission; Beach/Strand area; Oceanside Harbor, Oceanside Pier, Buena Vista Lagoon, Civic Center, Mira Costa College, and the El Corazon planning area.

In addition to these recreational centers, the City has 26 elementary, middle, and high schools; Mira Costa College; six community centers; and five libraries.

3.1.2 Employment

Employment centers in the City include the downtown/civic center area, and the commercial and industrial corridors along Oceanside Boulevard, Coast Highway, Mission Avenue, Vista Way/Highway 78, and the San Luis Rey River. There is minimal regional-serving commercial use in the City, mainly consisting of Walmart (near College Boulevard/Highway 76), the Highway 78 Corridor; and a Home Depot near College Avenue/Vista Way.

According to SANDAG forecasts, employment is expected to increase by an average of 1.9% per year, for an increase from 33,128 in 1990 to 44,077 in 2005 (an increase of 33.1%). This figure is substantially greater than the San Diego regional projection of a 12% increase for the same period.

Employment figures (from the 1990 Census) indicate that 4,753 workers living in Oceanside are federal government workers, presumably commuting to Camp Pendleton or other federal facilities. Of the labor force, the mean travel time to work is 26.3 minutes, and 6.5% of the workers either walk to work, work at home, or use means of transportation other than driving, carpooling, or public transportation.

3.2 Generators

Generators are land uses which generate non vehicular trips, via bicycle, equestrian, and pedestrian means. Generators are usually residential areas.

In Oceanside, residential use is spread throughout the city, with low density rural residential in the northeasternmost area of the City (in the Morro Hills Neighborhood), and the highest density areas in the coastal zone, downtown area and in scattered multi-family areas.

According to the State Department of Finance, approximately 141,910 persons were living in the City on January 1, 1993 (Demographic information, City of Oceanside, 1993). This represents an increase of 10% (13,750 persons) over the 1990 census figures. This growth trend is expected to continue for the next ten years, until the anticipated build-out of 169,257 persons is reached in 2005. This increase in population will have a corresponding increase in the numbers of residents utilizing the City's parks, schools, and trails system.

The composition of Oceanside's residents may be taken from the 1990 Census. The median age in the City is 30.8 years, approximately the same as in the County as a whole. In 1990, approximately 26% of Oceanside's population was under 18 years of age. Population figures show that Oceanside is following the national trend with the children of the "baby boomers" swelling the 0-17 year-old age group. This increase in young people will increase use of parks, sports programs, and schools, resulting in a corresponding increase in the use of the trail systems to access these uses.

4.0 FINDINGS

4.1 Community Issues

Prior to beginning the trail planning, a Community Workshop was held to solicit community input regarding existing conditions and issues. Many issues were raised which relate to the desired trail system in the City. A second workshop was held to present the trails master plan and obtain comments from the community. During this process, the City staff and Recreational Trails Advisory Committee reviewed and prioritized issues, problems and opportunities. These concerns are reflected in the goals and objectives of the Recreational Trails Element. The following is a summary of the major concerns pertinent to the trails planning:

Bicycles

- Safe and improved access for bicycles to Camp Pendleton.
- Bicycle paths along San Luis Rey River and the two railroad corridors.
- Additional bicycle trails throughout the city, including connections from the river to the Oceanside to Escondido rail-trail, and provision of trails to beach.
- Better maintenance of existing trails.

Equestrian

- Continuous trail along the San Luis Rey River.
- Safe crossings of Highway 76.
- Additional trails and connections to regional trails including Guajome Park, Ivey Ranch, Bonsall/Fallbrook, Calaveras Lake.
- Additional design guidelines for trails in EQ Overlay District.

Pedestrian

- Increased (and wider) multiple use trails for pedestrians, bicycles, and equestrians.
- More pedestrian facilities, especially routes for organized runs and trails to destinations such as downtown, the Mission, the Harbor, etc.

4.2 Opportunities and Constraints

A number of conditions in the City can be cited as promising opportunities for shaping the City's future and helping to realize its trails planning goals.

- The planned bicycle system is extensive and will meet the needs of the community if it is fully implemented.

- There is the need for a north-south link in the eastern portion of the City to close the loop created by the three other major corridors: the San Luis Rey River and the two rail corridors.

- The present planning of the three major trail corridors places the City in an excellent position to have a complete loop system for bicycle and pedestrian use.

- Equestrian crossing of Highway 76 is needed in order to make the connection between the EQ Overlay District, Guajome Park, and the river trail. Because of the concentration of equestrian users in the northeastern rural portion of the city and the urban nature of the remainder of the City, this is the only area appropriate for expanded equestrian use. Caltrans is installing an equestrian crossing at North Santa Fe Road and Melrose.

- Planning for river improvements is too far along to include an equestrian trail on the levee on the south side of the river. The south levee is designed to a width that could accommodate bicycle but not equestrian use. Potential equestrian and pedestrian uses should be planned on the north side of the river. Future additional river improvements should include accommodation of equestrian and pedestrian trails. Crossings of environmentally sensitive areas may be a constraint.

- The population of the City will increase in the future, as will its employment base. This will result in increased recreational and commuter bicycle use and additional equestrian and pedestrian use. The City's trails system, when fully implemented, will accommodate this increase. Additional links are needed to complete segments of the plan. These will be included in the proposed Master Plan.

- The unplanned, City-owned El Corazon area provides an opportunity for enhanced trail planning in the City.

5.0 GOALS AND OBJECTIVES

Mission Statement

To provide a safe and efficient system of bicycle, equestrian and pedestrian trails throughout the City, creating a non-motorized connection to recreational and commuting destinations.

Goal

1. Encourage safe multiple use trails within the City which provide a variety of experiences.

Objectives:

The City should:

1.1 Encourage the development of Class I (off street) trails for multiple use.

1.2 Encourage incorporation of pedestrian use within the north-south rail-trail during the planning and design process.

1.3 Where feasible, design trails to the maximum width to safely accommodate multiple trail users.

1.4 Design the trail on the north side of the San Luis Rey River to accommodate pedestrian uses, including running events and other organized activities.

1.5 Organize a volunteer advisory committee of users to periodically review implementation of this plan and adjust priorities of capital expenditures.

1.6 Design trails which are aesthetically pleasing, incorporating landscaping, buffering, scenic overlooks, and historic elements where possible to provide a variety of experiences.

Bicycle System

Issues

- The City has an extensive system of planned bikeways within the City, but only a fragmented system of constructed trails.

- The transition to Camp Pendleton is currently extremely dangerous.

- The City has three major regional corridors which encourage Class I use: San Luis Rey River, and two rail corridors (east-west and north-south).

- Destination support, i.e. bicycle racks, showers, rest areas, drinking fountains are rare on routes and at destinations.

Goal

2. A safe, interconnected network of bicycle facilities within Oceanside.

Objectives:

The City should:

2.1 Implement the Bicycle Circulation Master Plan (see Exhibit 2, *Bicycle Circulation Master Plan*).

2.2 Coordinate with Caltrans in developing a Class II bike lane along the length of Highway 76.

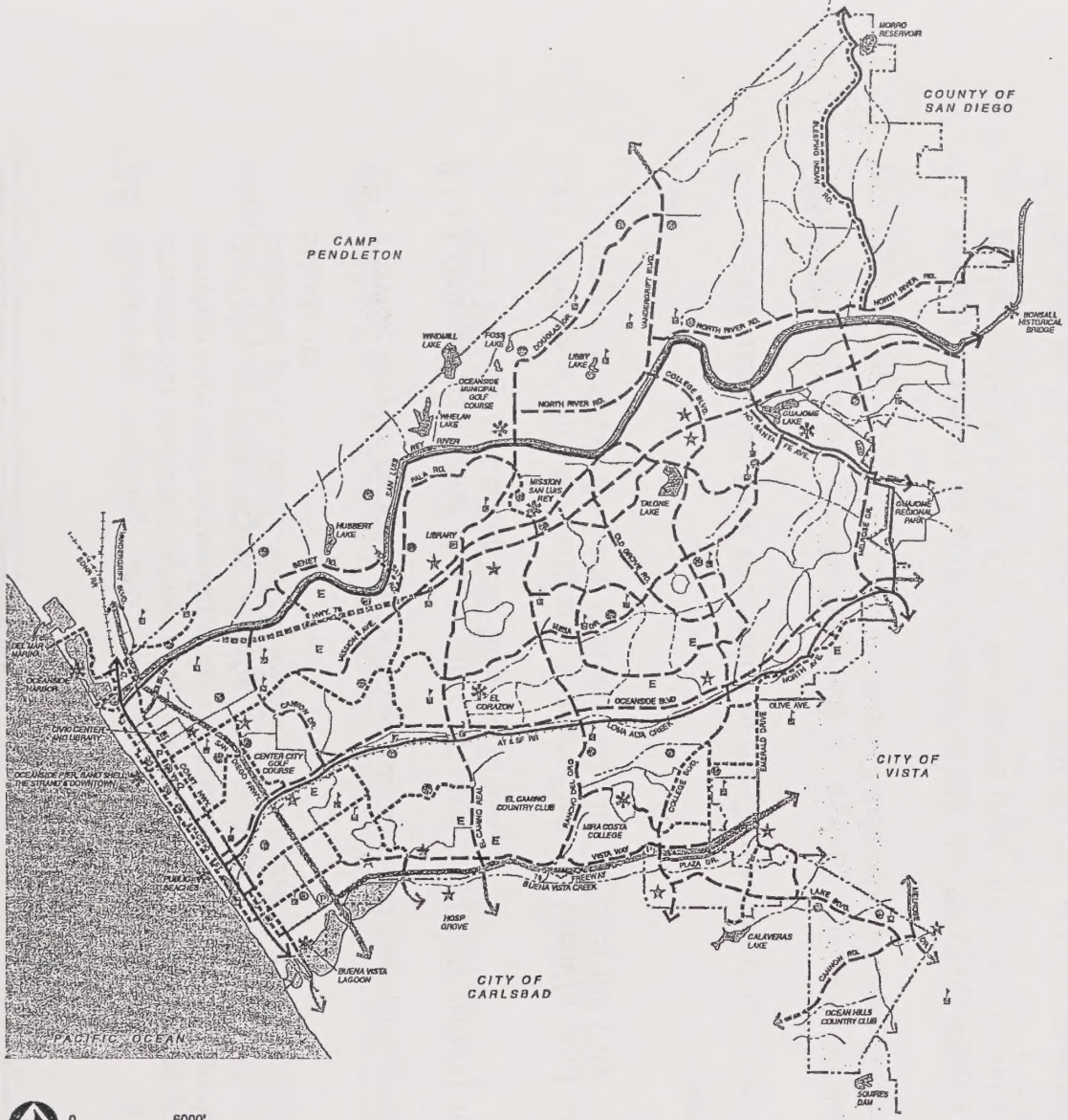
2.3 Coordinate with the U.S. Army Corps of Engineers in developing a paved Class I trail on the southern San Luis Rey River levee.

2.4 Prioritize pavement maintenance on Class II bike lanes to promote safe usage.

2.5 Design Class II Bikeways (bike lanes) on all prime, major, and secondary arterials, and collector streets which function as links for the bicycle network. In such cases the City should reduce hazards to cyclists on collector streets by eliminating on-street parking.

2.6 Follow Caltrans Highway Design Manual section 7-1000 for Class I/II bikeways.

2.7 Prioritize the development of the three major Class I trails: the San Luis Rey River, north-south rail-trail, and east-west rail-trail.



LEGEND

- Class I Bike Trail
- Class II Bike Trail
- Class III Bike Trail

0 6000'

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Bicycle Circulation Master Plan

EXHIBIT 2

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4-96 4400

2.8 Encourage existing and future bicycle destinations (parks, schools, commercial and employment centers, etc.) to incorporate bicycle facilities and provide safe and convenient bicycle access. To this end, development should provide secured bicycle parking and storage facilities such as bicycle racks, pedestal posts, rental bicycle lockers, and shower and locker facilities per city standards.

2.9 Provide bicycle parking at all major bus, rail and park-and-ride facilities.

2.10 Continue to pursue and monitor private, local and federal funding sources for bikeway and other trail improvements.

2.11 Develop a Bicycle Facilities Master Plan to identify and plan for bicycle support facilities (lockers, showers, etc.) throughout the City.

Goal:

3. A safe transition from Oceanside to the Camp Pendleton bike trail.

Objectives:

The City should:

3.1 Petition Caltrans to allow cyclists to use the 76 bypass-San Luis Rey River bridge on I-5 to access Camp Pendleton from the east and south.

3.2 Pursue the potential for a connection to Camp Pendleton via the planned north-south rail-trail corridor, utilizing the free public parking lot in the harbor as a staging area.

3.3 Investigate connection to Camp Pendleton through the residential streets north of the San Luis Rey River.

3.4 Fund a design study of the I-5 transition to Camp Pendleton to investigate long term improvements and prioritize the implementation of recommended improvements.

Goal

4. Safe bicycle use within the City for recreational and commuter users.

Objectives

The City should:

4.1 Calibrate traffic signal control loops to sense bicycle riders and/or provide curbside push button controls.

4.2 Sponsor community-wide safety and education programs to encourage city-wide bicycle use.

4.3 Implement a comprehensive signage program for all classifications of bikeways.

4.4 Prioritize the lane striping of Class II bike lanes.

Equestrian System

Issues

- Equestrian use is primarily limited to the northeastern rural portion of the City, within the Equestrian Overlay District.

- The existing system of equestrian trails is fragmented.

- Access to the San Luis Rey riverbed and associated habitat areas are limited due to environmental concerns. Future trail planning within the river area will be required to meet the guidelines established per the current Multi-Species Habitat Conservation Planning (MHCP) efforts.

- Current improvements to the river do not incorporate horse trails due to the narrow width of the levee. The opportunity for a trail does exist on the north side of the river.

- Safe crossing of Highway 76 to access the river corridor from the Guajome Park, Spring Creek and Jeffries Ranch Neighborhood areas.

Goal

5. Develop an equestrian trail along the San Luis Rey River corridor, linking the beach, Guajome Park, Ivey Ranch and the Equestrian Overlay District, as well as areas east of the City.

Objectives:

The City should:

5.1 Prioritize access from Guajome Park to the San Luis Rey River, providing safe crossing of Highway 76 with equestrian-height traffic signal activation triggers.

5.2 Develop an equestrian trail on the north side of the San Luis Rey River from the City's eastern boundary to the ocean, coordinating with the appropriate agencies.

5.3 Consider development of a "horse beach" area at the mouth of the river to provide a destination for the river trail.

5.4 Provide equestrian crossings of the river, allowing access to the equestrian trail on the north side.

5.5 Coordinate with the U.S. Army Corps of Engineers and other appropriate agencies on future improvements to the river in order to accommodate equestrian usage.

5.6 Implement equestrian staging areas along the river trail in coordination with the Parks Master Plan.

5.7 Consider equestrian staging areas as part of development of the El Corazon area.

Goal

6. Establish an interconnected system of equestrian trails, with a variety of destinations and experiences for riders.

Objectives:

The City should:

6.1 Implement the Equestrian Circulation Master Plan (see Exhibit 3, *Equestrian and Pedestrian Circulation Master Plan*).

6.2 Investigate the development of an equestrian connection to Hubbert Lake and Whelan Lake.

6.3 Coordinate with the County Trails Plan in the development of an unpaved trail on Sleeping Indian Road for equestrian use.

6.4 Future trail planning within the agricultural areas along Sleeping Indian Road shall be accomplished while preserving agricultural lands to the greatest extent feasible.

6.5 Protect the historical Los Caballeros trail connection to Mission San Luis Rey and provide for an equestrian staging area in the Mission area.

6.6 Coordinate with adjacent cities and the county to implement the regional trail system.

6.7 Connect the equestrian facilities at Ivey Ranch Park with the Caballeros Trail, Mission San Luis Rey, and the river trail.

6.8 Implement a signage program to identify equestrian trails, linkages, and staging areas.

6.9 Provide equestrian-height signal activation triggers at equestrian road crossings.

Goal

7. Enhanced equestrian trail facilities in the Equestrian Overlay District.

Objectives:

The City should:

7.1 Continue access to Guajome Park equestrian trails from the Equestrian Overlay District and provide additional connections utilizing drainage corridors where feasible.

7.2 Require equestrian trails in undeveloped areas of the Equestrian Overlay District, striving for master-planned connections consistent with the Equestrian Master Plan map.

7.3 Develop additional design standards for equestrian trails within the EQ Overlay District, including locational criteria for trails, staging areas, and watering areas.

Pedestrian System

Issue

The city's pedestrian facilities are made up of sidewalks along the City's streets and within City and regional parks. There is a desire for additional pedestrian experiences and opportunities.

Goal:

8. An interconnected network of pedestrian facilities within the City, linking recreational and other destinations.

Objectives:

The City should:

8.1 Implement the Pedestrian Facilities Master Plan (see Exhibit 3, *Equestrian and Pedestrian Circulation Master Plan*).

8.2 Continue to require pedestrian oriented trails and amenities in parks, new developments and commercial centers. Encourage the inclusion of greenbelts and common open space for pedestrian use in residential development. Prioritize sidewalk construction in areas where sidewalks are missing as part of the City's Capital Improvement Budget.

8.3 Continue to construct sidewalks on all streets as improvements occur. Sidewalks should be adequately maintained and kept clear of obstructions. Landscaped walking corridors should be encouraged in new development through use of meandering sidewalks, linear parks, greenbelts, and similar elements.

8.4 Provide links and associated signage to pedestrian amenities such as Buena Vista Lagoon and Calaveras Lake in adjacent cities, the beach, and public parks.

8.5 Emphasize the positive linkage of the Oceanside Public Beach Area with the San Luis Rey Open Space Corridor and the Buena Vista Lagoon and Nature Center.

8.6 Protect pedestrian access to the beach/Strand by maintaining easements and causing the construction of stairways and "walk-throughs" where appropriate. Assure safety through adequate street lighting.

8.7 Provide access for the handicapped, elderly, and visually and hearing impaired to all public buildings, parks, and trails in accordance with State law and the Americans with Disabilities Act.

Goal

9. Encourage walking through organized citywide programs sponsored by a variety of public and private groups.

Objectives:

The City should:

9.1 Identify a loop route around El Corazon for walkers and organized events, including running and walking events.

9.2 Sponsor community-wide safety and education programs.

9.3 Monitor the safety of high pedestrian traffic areas. To this end, consider the use of special treatments such as lighting, bollards, widened sidewalks, special pavement treatment, flashing signals, speed bumps and other safety features.

9.4 Accommodate pedestrian uses on the northern river trail, including running and walking events and other organized activities.

9.5 Continue to promote the Oceanside historical architectural walking tour of the downtown area.

9.6 Stimulate interest in Citywide trails through development of an "Adopt a Trail" program for ongoing trail development and maintenance.

9.7 Provide enhanced walking areas with benches, refuse facilities, and drinking fountains in intense commercial and employment centers.

9.8 Install appropriate directional and informational signage for pedestrians.

6.0 IMPLEMENTATION

6.1 Standards

The City of Oceanside intends to utilize Caltrans standards for Class I, II, and III bikeways. Pedestrian trails adjoining City streets will be constructed per City sidewalk standards. Equestrian trails will utilize the standards set forth in the City zoning ordinance (EQ Overlay).

All new and improved bike ways in Oceanside will conform to Caltrans standards as outlined in Chapter 1000 of the Highway Design Manual.

6.1.1 Class I Bikeways (Bike Paths)

Class I bikeways (bike paths) are off-street facilities with exclusive rights-of-way, designated for the exclusive use of bicycles and pedestrians. Sidewalk facilities are not considered Class I bikeways because they are primarily intended to serve pedestrians. By State law, motorized bicycles are prohibited on bike paths unless authorized by ordinance or by the agency having jurisdiction over the path. Methods for discouraging the use of off-street bikeways for motorized vehicle use include removable bollards and prominent signage.

The minimum width for Class I bikeways is eight feet for a two-way path and five feet for a one-way path. Included in the Class I system are multi-purpose trails which accommodate bicycle uses and pedestrian/jogging uses.

6.1.2 Class II Bikeways (Bike Lanes)

Class II bikeways (bike lanes) for preferential use by bicycles are established within the paved area of roadways. Bike lane stripes are intended to promote an orderly flow of traffic. Bicycles have exclusive use of a bike lane but must share the facility with motor vehicles and pedestrians crossing it. Bike lane stripes can increase bicyclists' confidence that motorists will not stray into their path if they remain within the bike lane. Bike lanes are one-way facilities located adjacent to the curb. The minimum width for these facilities is four feet, except when they are adjacent to parking lanes, when they will be five feet.

6.1.3 Class III Bikeways (Bike Routes)

Class III bike routes are intended to provide continuity to the bikeway system. Class III facilities are shared facilities with motor vehicles on the street, with bicycle use as a secondary use. Class III routes are not striped, but are identified by signage. Warning signs for motorists and cyclists are posted as well as signage to guide cyclists to a preferred bike route.

Class III routes are located on low volume residential streets, downtown streets with right-of-way, parking or traffic constraints, and in rural areas such as the Morro Hills area.

6.1.4 Equestrian Trails

Equestrian trails are those specifically intended for use by riders, with a soft-footed surface such as those in the Equestrian Overlay District. As delineated by the zoning ordinance, equestrian trails shall be a minimum of eight inches thick decomposed granite or turf and a minimum of seven feet wide within a ten foot wide trail corridor.

6.1.5. Pedestrian Trails

Pedestrian trails include hiking trails, multi-use trails, and special pedestrian routes identified in existing documents. All fully improved streets within the City have sidewalks for pedestrian use. Class I bikeways are also considered to be pedestrian routes. The City standard calls for five foot sidewalks adjacent to City streets. All soft footed pedestrian paths shall be a minimum of five foot wide and shall be constructed of decomposed granite where feasible.

6.1.6 Support Facilities

Support facilities will become an important component of the Oceanside Trails Plan. Lack of bike racks and other facilities are often mentioned by bicyclists are identified as reasons they don't ride or ride less frequently.

Bike Rack Facilities: Properly designed bike racks should be available at major activity centers in Oceanside. Activity centers include retail centers, community buildings such as City Hall and libraries, schools, parks and places of employment in excess of 50 employees, park-and-ride facilities and transit stations (see Exhibit 1, *Activity Centers*).

Increased ridership would require new bike racks in strategic locations throughout the City, such as outside major shopping areas. Other standards include one bicycle rack (10 bicycles) per 40 elementary and junior high school students, per 100 high school students, and per 100 employees.

Bicycle racks selected by Oceanside should be based on cost, maintenance, ease of use, and theft prevention. Bike racks should be located with pedestrian safety as a high priority, and should not be located in areas of poor lighting or visibility.

Bicycle storage facilities such as lockers generally are not worth the expense of installation and maintenance because bicyclists prefer to keep expensive bikes with them and maintenance and operation entail problems such as padlocks being abandoned. Exceptions to this rule include transit stations and employment locations where the lockers are internal and are maintained by the employer.

Shower Facilities: Access to shower facilities may help encourage commuters to utilize bicycles. The City should consider making arrangements with private facilities such as health clubs, Boys and Girls Club, YMCA, and others where bicyclists could have access to existing shower facilities for a monthly fee.

Other Support Facilities: Other support facilities include restrooms, trash receptacles, picnic facilities, fitness courses, phones, guidebooks, maps, parking facilities, and lighting. Support facilities associated with the Class I Bike Paths will probably be phased in on an "as needed basis," with items such as lighting, landscaping, fencing, and trash receptacles being subject to budget and funding constraints. Other support facilities such as parking lots, restrooms, and telephones should meet the same standards as applied to City parks, as the Class I system is similar to a linear park. Guidebooks and maps for the Trail System should be made available at all City offices, libraries, community centers, bicycle stores, and other public locations.

Traffic signal loop detectors for bicycles should be located strategically throughout the trail system. It is recommended that detectors be located at all signalized intersections on Class II routes as part of roadway expansion or reconstruction projects.

6.2 Funding Sources

Funding is a key element in the successful implementation of any trails-related project. Even with the numerous federal, state, regional and locally sponsored programs, the availability of funds remains low. As government budgets continue to be trimmed, funding for transportation and recreational trails has suffered. Several alternative financing programs exist for trail projects, but

because of economic conditions in the State, most of these programs have been targets of revenue shifting on State and Federal levels, leaving them ineffective for the time being.

Of the numerous programs and agencies listed as potential funding sources for trail-related projects, only one remains a viable source of funding: Intermodal Surface Transportation Efficiency Act (ISTEA) funds. All other funding sources are classified as inactive due to budgetary constraints. It is hoped, however, that with an improving economy, funding for some of these programs will be restored.

The following list provides the potential funding sources at the various government levels.

6.2.1. Local Funding Sources

City of Oceanside General Fund. The general fund is capable of providing needed financing for capital improvements, operation, and services, assuming that the City Council adopts such programs as part of its Capital Improvement Program.

Public/Private Partnerships. In addition to government sponsored revenue-generating opportunities, other forms of public/private partnerships can be considered which would result in enhancement or maintenance of recreational trail facilities including:

- Corporate sponsorship of improvements
- Donations
- Fundraising
- Contributions commemorating an event or memorializing an individual
- Club or organization sponsorship (Lion's Club, Boy Scouts, etc.)

Bonds and Assessments. In the past, various State and local agencies have successfully used bonds or assessment districts to fund improvement projects or acquisitions. However, current economic conditions do not favor pursuit of these mechanisms for raising money.

Local Agency Grant Program. The Local Agency Grant Program is a result of Proposition 117. Funds from this program are eligible to local agencies on a competitive basis for trails and related projects that bring urban residents into park and wildlife areas. $2 million is available yearly and is based on a 50% matching system.

Coastal Conservancy. The availability of Coastal Conservancy funds is also a result of Proposition 117. Funds from this program are eligible to public agencies

on a competitive basis for trails and related projects that bring urban residents into park and wildlife areas. $4 million is available yearly and is based on a matching system.

Wildlife Conservation Board. The availability of Wildlife Conservation Board funds is again a result of Proposition 117. Funds from this program are eligible to public agencies on a competitive basis for trails and related projects that bring urban residents into park and wildlife areas. $11 million is available yearly up until 1995 and $21 million yearly thereafter.

National Recreational Trails Fund Act (NRTFA). NRTFA funds are available to cities, counties, districts, and non-profit organizations on a competitive basis. Funding amounts vary yearly and this program does not require the matching of funds. $205,000 was available in 1994 for non-motorized projects.

6.2.2 Regional Funding Sources

Transportation Development Act (TDA). TDA funds are available to projects throughout the State relating to bicycle trails and facilities. Funds are allocated by the San Diego Association of Governments (SANDAG).

San Diego County Transportation Sales Tax. $1 million of sales tax revenue is earmarked for use in bicycle-related projects and is allocated by SANDAG.

6.2.3. State Funding Sources

Environmental Enhancement and Mitigation Program (AB471). This program is administered by the California State Resources Agency and is available for projects which provide mitigation for the environmental effects of transportation facilities. Funding through this program was created to provide $10 million per year through the year 1999.

California Coastal Commission. Funds available through this State agency are handled and allocated by the State Resource Agency.

Bike Lane Accounts. Bike lane accounts are administered by the California Department of Transportation and were established to fund transportation-oriented projects. Approximately $325,000 is available yearly through this account.

Intermodal Surface Transportation Efficiency Act (ISTEA) Funds. ISTEA funds are administered by the California Department of Transportation and were established to fund transportation-oriented projects.

TEA Funds. TEA funds are enhancement funds connected to ISTEA. Approximately $10 million is available yearly. The California Transportation Commission is the agency responsible for allocating funds for transportation-oriented projects and must first approve project plans of fund recipients before monies are dispersed.

Land and Water Conservation Fund. National Park Service funds are administered through the State Department of Parks and Recreation. Land and Water Conservation funds are available for outdoor recreation projects, including hiking trails and trail linkages between large trail complexes. Funding amounts vary annually depending upon allocation by Congress. Although approximately $600,000 was granted for projects within Southern California last year (grant sizes ranging from $45,000 to $127,000), it is likely that little or no money will become available this year. In addition, the Land and Water Conservation Fund is a matching grant program; recipients must match the funds allocated to them.

Habitat Conservation Fund. The Habitat Conservation Fund is available to open space and recreation-oriented trail projects. Competitive applicants are primarily large scale projects who link natural corridors; no on-street trails are funded by the Habitat Conservation Program. This program is administered by the State Department of Parks and Recreation and requires the matching of grants by fund recipients. Theoretically, $2 million per year for 30 years should be available (beginning in 1990). However, due to budget shifts at the State level, only one year has been funded. Next year's funding is also questionable.

Additional Funding Sources. Additional funding sources for transportation and recreational trails may be identified in listings provided by the Sacramento Council of Governments and the Planning and Conservation League: "Funding Working Paper for Bicycle and Pedestrian Related Projects" and "Guide to Bicycle Funding Sources in California," respectively.

6.2.4 Federal Funding Sources

Federal ISTEA Funds. Federal ISTEA funds are Congestion Management and Air Quality (CMAQ) funds and, for the most part, have already been allocated.

6.3 Prioritization

Implementation of the Recreational Trails Plan is based upon a number of factors:

- ❖ Demand for additional facilities;

- ❖ Need for improved access;
- ❖ Safety (hazard elimination through improving existing unsafe conditions);
- ❖ Development of critical trail links; and
- ❖ Right-of-way availability.

The majority of the trails plan system consists of Class II Bicycle lanes, which are the least expensive to implement through the City's road improvement programs. However, one of the highest priority projects in the City is the Class I trail along the San Luis Rey River.

Bicycle: The greatest needs for bicycle facilities is to build out the City's network of Class II trails, to complete the Class I route which rings the City, and to complete regional connections. Implementation of the bicycle projects prioritizes these needs (projects listed in order of priority):

1. Provide a safe connection to Camp Pendleton;

2. Construction of east/west Class I trail (rail-trail);

3. Construction of north/south Class I trail (rail-trail);

4. Connection of San Luis Rey River trail from the County through Oceanside to the north/south rail-trail;

5. Construction of a North/South Class I trail at eastern edge of City from San Luis Rey River through Guajome Park to east/west rail-trail (coordinating with the County);

6. Continue construction of Class II lanes as part of roadway improvements; and

7. Maintain existing trails and provide additional signage and striping.

Equestrian: The greatest need is improving access to the San Luis Rey River and Guajome Park. Implementation of the equestrian projects prioritizes these needs (projects listed in order of priority):

1. Crossing of Highway 76 to the San Luis Rey River, providing adequate push buttons signal crossing, and adequate waiting areas;

2. Construction of trails to the north side of the River;

3. Completion of trails from neighborhoods in Equestrian Overlay District to Guajome Park, particularly along Old Ranch Road;

4. Trail from the eastern city boundary to the beach along the San Luis Rey River;

5. Staging facilities along San Luis Rey River to provide trailer access;

6. Provision of riding opportunities at the beach;

7. Trail from El Corazon to the San Luis Rey River corridor; and

8. Equestrian opportunities at El Corazon.

Pedestrians: The greatest pedestrian need is to increase opportunities for pedestrian activity and identify areas where trails can be built. Implementation of the pedestrian projects prioritizes these needs (projects listed in order of priority):

1. Provide hiking trails in Tule Canyon and Hubbert Lake area;

2. Provide hiking opportunities in Whelan and Windmill Lake areas;

3. Provide hiking opportunities in Oak Riparian Park and provide connection to Calaveras Lake in the City of Carlsbad;

4. Provide hiking opportunities at Buena Vista Lagoon in the City of Carlsbad;

5. Provide hiking opportunities at the City-owned El Corazon project; and

6. Provide pedestrian trail connection from the Strand south to Buena Vista Lagoon.

CITY OF OCEANSIDE
HAZARDOUS WASTE MANAGEMENT ELEMENT

CITY OF OCEANSIDE CITY COUNCIL

Larry Bagley, Mayor
Ben Ramsey, Deputy Mayor
Lucy Chavez, Councilmember
Sam Williamson, Councilmember
Melba Bishop, Councilmember

Prepared By

CITY OF OCEANSIDE HAZARDOUS WASTE MANAGEMENT ELEMENT
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CHARLES R. REVLETT
City Attorney

Planning Commission Reso. 90-P64
Adopted - July 9, 1990
City Council Reso. 90-249
Adopted - Sept. 12, 1990

September, 1990

RE: OCEANSIDE GENERAL PLAN
HAZARDOUS WASTE MANAGEMENT ELEMENT

THIS IS A COPY OF THE INTRODUCTORY PAGES AND CHAPTER XII OF THE HAZARDOUS WASTE ELEMENT OF THE OCEANSIDE GENERAL PLAN. THE COMPLETE DOCUMENT ALSO INCLUDES THE SAN DIEGO COUNTY HAZARDOUS WASTE MANAGEMENT PLAN AS CHAPTERS I THROUGH XI.

THE COMPLETE DOCUMENT IS AVAILABLE FOR PUBLIC REVIEW DURING REGULAR WORKING HOURS IN THE OFFICE OF THE CITY CLERK AND IN THE CITY PLANNING DEPARTMENT AT 300 NORTH HILL STREET, OCEANSIDE, CA. THE COMPLETE OCEANSIDE HAZARDOUS WASTE MANAGEMENT ELEMENT MAY ALSO BE PHOTOCOPIED AT THE REQUESTING PARTY'S EXPENSE.

c/a:vmt:9/20/90

ITEM NO. 23

STAFF REPORT

CITY OF OCEANSIDE

Approved 5-0

TO: Honorable Mayor and City Councilmembers

FROM: Peter A. Cosentini, Assistant City Manager

DATE: May 15, 1991

SUBJECT: **AMENDMENT TO SAN DIEGO COUNTY HAZARDOUS WASTE MANAGEMENT PLAN**

ANALYSIS:

The purpose of the San Diego County Hazardous Waste Management Plan is to protect the public health and the environment and is the primary planning document providing the overall policy direction toward the effective management of the County's hazardous waste.

The Plan was approved by the County and 18 cities in August of 1989 and was authorized by AB 2948 (Tanner - 1986). The plan was prepared cooperatively by the County of San Diego (lead agency) and SANDAG, assisted by the San Diego Hazardous Waste Management Plan Advisory Committee.

After local approval in 1989, the plan was forwarded to the State Department of Health Services (DOHS) for its approval pursuant to AB 2948. DOHS' approval is necessary for the plan to take effect under AB 2948. The DOHS rejected the San Diego plan and a majority of the plans submitted by the other 58 counties in the State on the basis of what they considered restrictive fair share facility siting policies. These policies have been developed by the Southern California Hazardous Waste Management Authority (Authority) and the County Supervisors Association of California (CSAC). The intent of the fair share language was to protect our County from having to site more than our "fair share" of hazardous waste facilities. The Authority and CSAC have worked closely with the DOHS in the intervening period to develop a clarification of the fair share policies which would be acceptable to all parties. Copies of the original fair share policy and the proposed additional language is attached for your review.

At its November 2, 1990 meeting, the San Diego Hazardous Waste Management Plan Advisory Committee unanimously recommended that local jurisdictions amend the plan by adding the clarifying fair share policy language. The Board of Supervisors approved this recommendation on December 18, 1990. The Board of Directors of the San Diego Association of Governments (SANDAG) voted on November 25, 1990 to draft a letter asking the cities of San Diego County to approve and adopt the amended fair share language.

Staff believes that the approval of the revised fair share policies will strengthen the cities' control of our local government land use decisions on hazardous waste treatment and disposal facilities.

The new fair share language protects the City in several ways:

1. The new language recognizes the importance of local siting criteria, which would be Oceanside's hazardous waste management element of the General Plan. This element was adopted by the City Council as a chapter of the County plan and provides very stringent siting criteria for placement of facilities within the City;

2. With the new language, the County is given the ability to reject a facility which exceeds the County's fair share, if the County has accommodating interjurisdictional agreements or facilities which already accommodate that portion of the waste stream;

3. The new language gives local jurisdictions the ability to reject a facility if the local jurisdiction can demonstrate an appreciable increase in public health and/or environmental risks associated with the proposed facility.

RECOMMENDATION:

Staff recommends that the City Council approve the attached amendment to the fair share policies of the San Diego County Hazardous Waste Management Plan and authorize the Mayor to execute the amendment.

PREPARED BY:

PETER A. COSENTINI
Assistant City Manager

SUBMITTED BY:

JOHN J. MAMAUX
City Manager

PAC:le

ATTACHMENT

EXISTING FAIR SHARE POLICIES

1. Every county and city in the region will accept responsibility for the management of hazardous wastes in an amount proportionate to the hazardous wastes generated in the county and city.

2. Each county shall meet its obligation in managing hazardous wastes either by siting facilities to treat and dispose of hazardous waste or by entering into intergovernmental agreements with other counties to site facilities.

3. The Southern California Hazardous Waste Management Authority (Authority) encourages the siting of treatment facilities in counties where there is a substantial unmet need for the type of treatment which a facility would provide. The Authority will consider the relative risk of waste type and treatment methodology in the fair share allocation of facilities.

4. The minimum fair share responsibility for each county shall be to have some combination of facilities sited within the county, and intergovernmental agreements with other counties -- which will equal the county's offsite hazardous waste generation.

5. The maximum fair share responsibility for each county will be to have facilities sited within the county that equal the off-site waste generation of the county. The county may choose to site facilities in excess of that county's off-site waste generation.

6. The Authority will assist and support local government siting of facilities consistent with the first five fair share principles through the regional action plan. The Authority will support local governments in their local land use decisions which are consistent with the fair share principles.

7. Fair share determination is dynamic and will change based on economic growth, progress in waste minimization, technological advancement, and progress in siting new facilities. The fair share determination for each county shall be made annually by the Authority based on the most recent generation data and projections, and whenever a new facility is sited or an existing one expanded or restricted.

PROPOSED ADDITION TO FAIR SHARE POLICIES

Approval of proposed hazardous waste management facilities that do not exceed a jurisdiction's "fair share" will depend on siting criteria and other criteria required by existing law, unless effective interjurisdictional agreements provide for adequate

hazardous waste management capacity for the specific hazardous waste which the facility would have handled in another California county.

A county can reject a proposed hazardous waste management facility/project that exceeds its "fair share" if there are effective interjurisdictional agreements for the management of the specific hazardous waste generated in the county or there is adequate capacity to handle these wastes in the county.

If adequate capacity does not exist in the county, or effective interjurisdictional agreements do not exist, a jurisdiction shall not reject hazardous waste management proposals that exceed "fair share" if the proponent demonstrates that the "fair share" facility (i.e., smaller facility) is economically non-viable, except in cases in which the jurisdiction demonstrates that there are appreciably increased public health and/or environmental risks associated with the proposed facility.

The "fair share" language contained in this plan is only operative in conjunction with effective interjurisdictional county agreements.

RESOLUTION NO. 90-249

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE ADDING THE OCEANSIDE HAZARDOUS WASTE MANAGEMENT PLAN AS AN ELEMENT OF THE OCEANSIDE GENERAL PLAN

WHEREAS, Government Code section 65303 authorizes the City Council of the City of Oceanside to adopt permissive elements into its General Plan which relate to the physical development of the City of Oceanside; and

WHEREAS, Government Code section 65358 authorizes the City Council to adopt or amend permissive elements of its General Plan at any time; and

WHEREAS, Health and Safety Code section 25135.7(c) mandates that, within 180 days of Department of Health Services ("DHS") approval of the San Diego County Hazardous Waste Management Plan ("CoHWMP"), the City must do one of the following:

1. Adopt a City Hazardous Waste Management Plan ("CHWMP") containing all elements required by state law and consistent with the approved CoHWMP;
2. Incorporate the applicable portions of the CoHWMP, by reference, into the City's General Plan; or
3. Enact an ordinance which requires that all applicable zoning, subdivision, conditional use permit, and variance decisions are consistent with the portions of the approved CoHWMP which identify general areas for siting for hazardous waste facilities; and

WHEREAS, Health and Safety Code section 25135.7(d) specifically states that the City may adopt more stringent siting criteria and land use policies for hazardous waste facilities than

those approved by DHS in the CoHWMP, as long as the criteria and policies are consistent with the CoHWMP; and

WHEREAS, the CoHWMP has not yet been approved by DHS; and,

WHEREAS, the City of Oceanside has been a proposed site for a specified hazardous waste facility pursuant to Health and Safety Code section 25199 et seq.; and

WHEREAS, the City of Oceanside finds that its current General Plan may be inadequate to assure that the review and permitting of such projects is made with the highest regard for the health, safety and welfare of the citizens of the City of Oceanside and its neighboring communities, and for the continuing preservation and integrity of natural resources within the City; and

WHEREAS, the City Council of the City of Oceanside desires to adopt a CHWMP as a permissive General Plan amendment, to serve as an interim measure until the CoHWMP is approved by DHS and the City acts on that approval as required by Health and Safety Code section 25135.7(c); and

WHEREAS, the Oceanside Planning Commission, after giving the required notice, did on the 9th day of July, 1990, conduct a duly advertised public hearing as prescribed by law to consider the General Plan amendment; and

WHEREAS, the Planning Commission recommended approval of the CHWMP element of the General Plan; and

WHEREAS, on September 12, 1990, the City Council of the City of Oceanside conducted a duly noticed public hearing and heard and considered all offered evidence and testimony by all interested parties concerning the General Plan Amendment; and

. . . . .

WHEREAS, studies and investigations made by the Planning Commission and the City Council reveal the following facts:

For the General Plan Amendment:

1. That the proposed CHWMP element of the General Plan is consistent with the policies of the General Plan.

2. That the proposed CHWMP element of the General Plan is consistent with the policies of the CoHWMP approved by the City Council of the City of Oceanside on July 26, 1989, and adopted by the San Diego County Board of Supervisors on August 28, 1989, pursuant to Health and Safety Code section 25135.6.

WHEREAS, the City Council of the City of Oceanside finds that a Negative Declaration stating that there will not be significant adverse impact upon the environment has been prepared under the provisions of the California Environmental Quality Act ("CEQA").

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Oceanside as follows:

SECTION 1. That the foregoing recitations are true and correct, and are incorporated herein by reference as findings.

SECTION 2. That the Negative Declaration prepared for this project under the provisions of CEQA is hereby adopted.

SECTION 3. That the CHWMP element of the Oceanside General Plan is consistent with the policies of the Oceanside General Plan.

SECTION 4. That the CHWMP, attached hereto and incorporated herein by reference as Exhibit "A", is hereby adopted as an element of the Oceanside General Plan.

SECTION 5. That the City shall review the CHWMP element of the Oceanside General Plan at such time as the CoHWMP is approved by DHS or by operation of law, and adopt the CHWMP within 180 days

. . . . .

of the CoHWMP approval pursuant to the provisions of Health and Safety Code section 25125.7(c).

PASSED AND ADOPTED by the City Council of the City of Oceanside, California, this _____ day of _____, 19__, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

_____
Mayor of the City of Oceanside

ATTEST:

APPROVED AS TO FORM:

_____
City Clerk

_____
City Attorney

REVLETT

ACKNOWLEDGEMENTS

ADVISORY COMMITTEE

Jean Doktor	Chair
Gerald Nicholas	Vice-chair
Richard C. Bartholomaus	Member
Dr. Thomas Haley	Member
Michael P. Healy	Member
William LaPlant	Member
Francis McCarthy	Member
Reynaldo Gaddi Aniciete	Member
Ray Blunk	Member
Councilmember Sam Williamson	Council Liaison
Deputy Mayor Ben Ramsey	Alternate Council Liaison
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Theodore Alby III	Former member
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CITY OF OCEANSIDE HAZARDOUS WASTE MANAGEMENT ELEMENT

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General Introduction

Each city in the State of California must have an approved general plan to guide in its development activities. The general plan must contain certain mandatory elements specified by state law, but may also contain permissive elements which relate to the physical development of the city. The Oceanside Hazardous Waste Plan ("City HWMP") is a permissive element of the Oceanside General Plan pursuant to Government Code section 65303.

The City HWMP is the primary planning document providing the overall policy direction toward the effective management of the City's hazardous waste, and is consistent with provisions of the other elements of the General Plan. The City HWMP establishes programs to manage hazardous waste safely within the City of Oceanside and is the guide for local decisions regarding hazardous waste issues.

The City HWMP is composed of two basic parts. Chapters I through XI and the Appendices contain provisions drafted by San Diego County staff and the San Diego County Hazardous Materials Management Plan Advisory Committee. Chapters I through XI were adopted by the San Diego County Board of Supervisors on August 28, 1989 and a majority of cities in the County, including Oceanside on July 28, 1989, for submission to the Department of Health Service ("DHS") for approval as the San Diego County Hazardous Waste Management Plan ("CoHWMP") pursuant to Health and Safety Code section 25135.6. An Environmental Impact Report was certified by the San Diego County Board of Supervisors concurrently with the approval for distribution of the CoHWMP.

Chapter XII contains provisions drafted by City of Oceanside project staff and the Oceanside Citizens' Advisory Committee on Hazardous Substances. Chapter XII emphasizes hazardous waste minimization efforts in the City. Chapter XII also contains siting criteria for specified hazardous waste facilities that are tailored to City of Oceanside concerns. The siting criteria of Chapter XII shall prevail over the more general provisions of Chapters I through XI where the provisions of Chapter XII as applied are more stringent or restrictive in favor of the protection of the public health, safety and welfare, and the natural resources within the City of Oceanside.

The City of Oceanside adopts the City HWMP as a permissive element of its General Plan for all the following reasons:

1. The CoHWMP has not yet been approved by the DHS;

2. The City of Oceanside has been a proposed site for a specified hazardous waste facility pursuant to Health and Safety Code section 25199 et seq.;

3. Without the City HWMP, the Oceanside General Plan is inadequate to assure that the review and permitting of such projects is made with the highest regard for the health, safety and welfare of the citizens of the City of Oceanside and its neighboring communities, and for the continuing preservation and integrity of natural resources within the City;

4. The City HWMP is consistent with the goals of the Oceanside General Plan as well as the proposed CoHWMP; and

5. The siting of offsite specified hazardous waste facilities would bring hazardous substances into the City that are not presently being utilized or disposed of in the City, along with attendant health risks that are not present without such facilities.

6. Health and Safety Code section 25135.7(c) mandates that the City shall, within 180 days of DHS approval of the CoHWMP, take one of the following actions:

a. Adopt a City hazardous waste management plan;

b. Incorporate the applicable portions of the approved CoHWMP by reference into the City's General Plan; or

c. Enact an ordinance which requires that all applicable land use decisions are consistent with the approved CoHWMP.

7. Health and Safety Code section 25135.7(d) expressly authorizes the City to establish more stringent planning requirements or siting criteria than those that would be specified in an approved CoHWMP.

For all these reasons, local criteria and requirements relating to hazardous waste management, including pollution prevention and hazardous waste reduction, and the siting and permitting of specified hazardous waste facilities have been included in Chapter XII of the City HWMP, and are in addition to the policies set forth in Chapters I through XI of the City HWMP (the CoHWMP).

A resolution adopting the City HWMP was approved by the City Council of the City of Oceanside on September 12, 1990 following a duly noticed public hearing. A Negative Declaration stating that there will not be a significant adverse impact upon the environment from the City HWMP was prepared and adopted under the provisions of the California Environmental Quality Act ("CEQA").

Consistency With Other General Plan Elements

The City HWMP is consistent with all other existing City of Oceanside General Plan elements. The following is an analysis of the City HWMP in relation to the other elements of the Oceanside General Plan.

1. Land Use Element (adopted September 10, 1986, and amended October 29, 1986, November 12, 1986, May 25, 1988, November 2, 1988, December 7, 1988 and January 1989).

The Land Use Element establishes land use policies for community values, site design, special management areas, various types of development, and natural resource management.

The City HWMP is consistent with the Land Use Element because the City HWMP establishes policies for pollution prevention, hazardous waste reduction, off-site hazardous waste facility siting, education and training, operational control, financial responsibility requirements, enforcement, security and implementation, which are particularly in conformance with Article 1.1 of the Land Use Element relating to "Community Values."

Additionally, the City HWMP conforms to the requirements for considering seismic and geological hazards contained on page 8 of the Land Use Element in that the City HWMP requires stability of the earth for siting of hazardous waste facilities. The City HWMP also reiterates the fiscal impact objective on page 9 of the Land Use Element in that the City HWMP requires an analysis of the cost of any potential off-site hazardous waste facility to the community. The City HWMP also requires specific buffer zones for the siting of hazardous waste facilities that are in conformity with the site design objectives on page 12 of the Land Use Element.

The City HWMP is also consistent with the "Undevelopable Lands" section on page 18 of the Land Use Element in that the City HWMP prohibits the development of hazardous waste facilities on steep slopes or in river bottoms.

2. Housing Element (adopted February 13, 1986).

The Oceanside Housing Element contains an assessment of housing needs and an inventory of resources and constraints that are relevant to meeting Oceanside's housing needs. The Housing Element also contains a statement of community goals, quantified objectives, and policies relating to the maintenance, improvement, and development of housing in Oceanside, and a program which sets forth a five-year schedule of actions to implement the policies and achieve the goals and objectives of the Housing Element.

The City HWMP is consistent with the Housing Element of the Oceanside General Plan.

3. Local Coastal Program Land Use Plan (adopted April 24, 1985, and certified by the California Coastal Commission July 10, 1985).

The Local Coastal Plan commits the City to a program focused on creating a balance of recreational, residential, commercial, and public land uses within the local coastal zone that provide for an attractive, liveable, and environmentally sensitive setting.

The City HWMP is consistent with the Local Coastal Plan in that the City HWMP establishes siting criteria for hazardous waste facilities that would protect the recreational, tourism, and residential uses within the coastal zone.

4. Military Reservation Element (adopted December 16, 1981).

The Military Reservation Element was adopted by the City of Oceanside at a time that the City was proposing to extend its corporate limits through the annexation of the Camp Pendleton Marine Corps Base. The Military Reservation Element would work to retain existing land uses on the base, which uses would remain under federal control, and acknowledges the strong ties between the Camp Pendleton and the City.

The City HWMP is consistent with the goals of the Military Reservation Element.

5. Comprehensive Land Use Plan, Oceanside Municipal Airport (adopted by the San Diego Association of Governments, acting in its capacity as the Airport Land Use Commission for the San Diego Region, in July 1981).

The Comprehensive Land Use Plan for the Oceanside Municipal Airport provides for the orderly growth of the Airport and for safeguarding the general welfare of the inhabitants within the vicinity of the airport as well as the general public.

The City HWMP is consistent with the goals of the Comprehensive Land Use Plan for the Airport.

6. Non-Motorized Transportation Sub-Element of the Circulation Element (adopted February 4, 1976).

The Non-Motorized Transportation Sub-Element identifies non-motorized vehicle and horse trail corridors within the City. The City HWMP is consistent with the goals of the Non-Motorized

Transportation Sub-Element of the Circulation Element of the General Plan.

7. The Library Facilities Element (adopted May 10, 1978).

The Library Facilities Element defines the services of the Oceabside Library and projects future Library needs. The City HWMP is consistent with the goals of the Library Facilities Element.

8. Environmental Resource Management Element (adopted September 24, 1975).

The Environmental Resource Management Element defines, evaluates and analyzes the water, soils, erosion, drainage, coastal preservation, minerals, vegetation, wildlife, air quality, agricultural resources, cultural sites, recreation, scenic and open space lands within the City of Oceanside.

The City HWMP is consistent with the Environmental Resource Management Element in that the City HWMP provides for the continuing protection of all of the resources listed above.

9. Public Safety Element (adopted September 9, 1975).

The Public Safety Element provides for seismic, fire, flooding, and civil disaster preparedness.

The provisions of the City HWMP conform to the goals of the Public Safety Element in that the City HWMP contains restrictive measures for the siting and construction of hazardous waste facilities with highest regard for the public health, safety, and welfare.

10. Scenic Highways Element (adopted January 8, 1975).

The Scenic Highways Element establishes future corridors for scenic highways and roads within the City.

The City HWMP is consistent with the Scenic Highways Element of the General Plan. The City HWMP sets standards that may allow for a buffer zone between any hazardous waste facility and State Highway 76 which may be considered for scenic highway designation.

11. Education and Recreation Facilities Element (adopted November 27, 1974).

The Education and Recreation Facilities Element defines the need for and the future general locations of schools and parks within the City of Oceanside.

The City HWMP is consistent with the Education and Recreation Facilities Element of the General Plan. The City HWMP provides for the protection of existing schools and parks in the siting of hazardous waste facilities. However, the siting of new schools or parks near any existing hazardous waste facility could be restricted by the City HWMP.

12. Noise Element (adopted September 25, 1974).

The Noise Element establishes basic noise contours within the City of Oceanside and calls for an implementing ordinance to regulate noise emissions.

The City HWMP is consistent with the Noise Element of the Oceanside General Plan.

CHAPTER XII - HAZARDOUS WASTE MANAGEMENT IN THE CITY OF OCEANSIDE

A. INTRODUCTION

1. DESCRIPTION

The City of Oceanside has special concerns about off-site hazardous waste management. Oceanside is a rapidly urbanizing community with large industrial, business, and technological areas located near residential neighborhoods. Oceanside's local thoroughfares are becoming rapidly congested by both local and regional growth, and many of them are near, or traverse through, residential neighborhoods. In order to protect the health, safety, and welfare of the citizens of the City and the integrity of the City's natural resources, the City Council directed the preparation of a Hazardous Waste Management Element of the Oceanside General Plan. Chapter XII embodies goals that are specific and tailored to Oceanside concerns by focusing on the management of hazardous waste, primarily through source reduction and minimization, and the adoption of policies for the local review and conditioning of proposed specified hazardous waste facilities. These policies include:

a. The provision of local mandates for pollution prevention, source reduction, reuse, and recycling and, when thoroughly reviewed as part of an application for a pending project, on-site processing for any hazardous waste produced exclusively by a particular business.

b. A local pre-application process for hazardous waste facilities including coordination with the State Notice of Intent procedure, involvement of the Office of the Permit Assistance and the State Office of Planning and Research, appointment of the Local Advisory Committee and determination of applicability.

c. Local application requirements for specified hazardous waste facilities including requirements for conditional use permits, risk assessments, local application information requirements and local technical informational requirements for both the Notice of Intent application stage of the process and the regular local public hearing process.

d. Siting and permitting criteria for hazardous waste facilities and factors related to siting criteria such as transportation routes and development standards.

e. Operational issues including hazardous waste facility operational and emergency contingency plans, monitoring programs, personnel training and in-house educational programs, to be reviewed at the application stage and enforced during facility operation.

f. Local information programs for household hazardous waste in conjunction with regional collection events.

g. City-wide education and training programs on hazardous waste issues. Support for educational programs as outlined in Chapters I through XI of the City HWMP and by the Environmental Health Coalition.

h. A requirement of proof of financial responsibility for hazardous waste facilities.

i. Enforcement of local regulations related to hazardous waste facilities.

j. Site security for hazardous waste facilities.

k. Implementation of the City HWMP.

2. PRECEDENCE OF CITY-SPECIFIC POLICIES OVER GENERAL POLICIES

The policies of this Chapter shall prevail over the provisions of Chapters I through XI herein where the provisions of this Chapter as applied may be interpreted as more stringent or restrictive in favor of the protection of the public health, safety and welfare, and the natural resources within the City of Oceanside.

3. SCOPE

This Chapter applies to hazardous waste and to the siting of off-site hazardous waste facilities; and, because the prevention of pollution and of hazardous waste effects the demand for hazardous waste facilities, a portion of this Chapter has been written to apply to hazardous waste generators in the City of Oceanside. Pollution prevention, hazardous waste elimination, reduction, re-use and re-cycling are given priority and should be considered the guiding framework for the City of Oceanside in the responsible management of hazardous waste.

4. OBJECTIVE

To provide health and safety measures necessary for the protection of the citizens of Oceanside during the siting of hazardous waste facilities as required by Health and Safety Code section 25199 et seq. in coordination with the San Diego County HWMP, and to reduce the need for such facilities through the minimization of hazardous materials and wastes.

B. HAZARDOUS WASTE MINIMIZATION

1. POLLUTION PREVENTION, HAZARDOUS WASTE REDUCTION

This section provides the framework for the overall primary policy of the City of Oceanside, which is the prevention of pollution and of hazardous waste which cannot be re-used or recycled on site. If pollution and hazardous waste are not produced, they do not need to be removed from a site for processing elsewhere. Without the production of hazardous waste, the need to find sites for off-site facilities is minimized.

The goal of the City of Oceanside is the prevention of pollution of the City's air, water and soil by hazardous materials and hazardous waste to the greatest extent possible. In the context of this City HWMP, this goal may be realized through any of the following methods:

a. The reduction or elimination of the manufacture and use of hazardous materials in order to reduce risks to human health and the environment.

b. The reduction or elimination of the generation or production of hazardous materials (including wastes).

c. The use of safer substitutes for hazardous materials.

d. The recycling of hazardous materials whenever possible.

e. The prevention and elimination of releases of hazardous materials into all media (air, water and land).

f. The alteration or modification of manufacturing practices and/or processes to reduce or eliminate the use of hazardous materials and resulting hazardous wastes.

g. The improvement of industrial, commercial and residential housekeeping practices to eliminate or reduce the quantity or toxicity of hazardous materials and wastes.

h. The retrofitting of manufacturing plants or processes to reduce the quantity or toxicity of, or eliminate, hazardous materials and wastes.

i. To encourage the hazardous waste minimization goals of the County of San Diego as specified in Chapters I through XI of this Plan including, but not limited to, percentage reduction goals, waste minimization assessments for users, and financial and technical assistance for waste minimization.

j. The implementation of practices and/or processes which encourage the on-site treatment through recycling of hazardous

wastes without posing a threat to health and safety. Determination of appropriate processes would follow the extensive review of the application for the Conditional Use Permit required by the Zoning Ordinance for businesses generating hazardous wastes.

k. Notwithstanding the requirements on large generators of hazardous wastes pursuant to SB 14 (Roberti, 1989), the "Hazardous Waste Source Reduction and Management Act of 1989", Health and Safety Code section 25244.12 et seq., all users of reportable quantities of hazardous materials shall file a source reduction plan with the appropriate outside agencies and the City of Oceanside at the time of Business License application. All users of reportable quantities of hazardous materials shall also file regular reports on the implementation of the source reduction plan as required by the City and any other agency. A review of specific source reduction measures may be conducted by the City or other designated agency.

The City of Oceanside supports the San Diego County goal of reduction of hazardous waste by 30 percent within five (5) years as expressed in Chapters I through XI herein.

2. STRATEGIES FOR MEETING PREVENTION AND MINIMIZATION GOALS

The City of Oceanside shall work with the San Diego County Hazardous Materials Management Division ("HMMD") in the implementation of its policies and procedures, including those now being developed to implement the provisions of the Hazardous Waste Source Reduction and Management Review Act of 1989. This law is intended to assist hazardous waste generators to reduce hazardous waste. Health and Safety Code section 25244.12 et seq. requires generators to conduct source evaluation reviews and implement source reduction plans, to specify source reduction measures, and to implement the plans and file performance reports concerning the outcome with various agencies. This Act requires and specifies the following requirements for generators of hazardous wastes:

a. A Hazardous Waste Reduction Plan and a Plan Summary, and

b. A Hazardous Waste Management Performance report and a Report Summary documenting hazardous waste management approaches implemented by the generator.

SB 14 applies to the following generators:

a. Those with greater than 12,000 kg/yr of hazardous wastes;

b. Those with greater than 12 kg/yr of extremely hazardous wastes; or

c. Those who pre-treat wastes before discharging to sewers, yet produce residuals for disposal amounting to less than 12,000 kg/yr.

The City also may conduct the following programs (which may be assisted, where possible and as appropriate, by the County HMMD):

a. Workshops with appropriate hazardous materials and waste industry leaders in cooperation with various product and business associations.

b. Workshops for local generators arranged with the cooperation of the Chamber of Commerce

c. Publish a City "Hazardous Materials Update" bulletin to users of hazardous materials and generators of hazardous waste in cooperation with the County HMMD.

d. Prepare periodic reports on the progress of hazardous waste minimization in the City.

e. Establish a City Council program to recognize industries that eliminate or minimize hazardous wastes.

f. Explore funding and grant sources to assist in local industry and business hazardous waste reduction efforts.

g. Maintain appropriate records relating to hazardous waste generation in the City, including the waste stream type and amount.

h. Establish a means by which businesses which have frequent hazardous materials or hazardous waste incidents and/or are in violation of existing laws and regulations, are subject to having their Conditional Use Permit revoked or called for review for additional appropriate conditions to be placed on the Permit.

i. Any other prevention and minimization program consistent with the goals of the City HWMP.

3. HOUSEHOLD HAZARDOUS WASTE

The City of Oceanside is committed to preventing to the greatest extent possible the use of hazardous materials in local residences through a program of local education. It is also committed to providing a convenient and economical means of disposal of hazardous waste for residents of the City of Oceanside.

AB 939 (Sher, 1989), the "California Integrated Waste Management Act", Public Resources Code section 41000 et seq., requires cities to prepare City Source Reduction and Recycling Elements. These elements must contain a household hazardous waste component which includes a program and implementation schedule for the collection, treatment and disposal of hazardous waste generated by residences within the jurisdiction of the City.

The City's waste disposal contractor, in cooperation with the City, has been working on siting a collection event for used paint and used motor oil which comprise most of the volume of household hazardous waste generated in the City of Oceanside. Collection events shall be available to Oceanside residents on a regularly scheduled basis.

The City of Oceanside also cooperates with the San Diego County Household Hazardous Materials Division to provide events at which household hazardous wastes are collected. The City of Oceanside shall continue to cooperate with the County in scheduling these events and in its other efforts to provide for the safe and convenient collection of household hazardous waste. The City shall also participate in any available mobile or temporary household hazardous waste collection events sponsored by the County.

In addition to the methods stated above, the City may elect to prevent the use of hazardous materials in local households by any of the following means:

a. The production of brochures and flyers for placement in utility bills or other means of mass distribution to provide information on safe substitutes and substances to use in the home.

b. Provision of speakers for local organizations and service clubs on safe substitutes for hazardous materials, the reduction or elimination of hazardous wastes, and the safe disposal of remaining hazardous waste. Speakers may be drawn from the volunteer members of the Citizens Advisory Committee on Hazardous Substances or any other committee granted advisory authority to the City Council on hazardous waste issues (hereinafter "Committee").

c. Participation in community outreach activities by using the City's utility billing procedure or other means of mass distribution for San Diego County's collection events.

d. Cooperation with San Diego County HMMD to make County print and audio visual materials available to local groups and individuals.

e. Cooperation with the City household hazardous waste collection contractor to ensure the protection of local collection event workers from household hazardous waste and involve the workers in such training.

f. Cooperation with community groups and the San Diego County HMMD to explore the feasibility of recycling reusable household hazardous materials to community organizations. For example, latex paint could go to community groups and leftover fertilizers to local gardeners.

g. Implementation of any other program consistent with the goals of the City HWMP.

4. COMMUNITY EDUCATION AND TRAINING PROGRAMS

The City of Oceanside is committed to the education and training of the community on all levels concerning hazardous waste and household hazardous waste. Many of these commitments are expressed elsewhere in this Plan, but are reiterated here in a special section because of the importance of minimization and reduction educational programs. In addition to the following programs, the City may implement any other educational program consistent with the goals of the City HWMP:

a. The City shall continue to provide support as appropriate to San Diego County in its advertising and promotion of household hazardous waste collection events.

b. The City may utilize a speakers bureau, consisting of qualified volunteer members of the Committee, to inform local organizations about household hazardous waste issues.

c. The City supports the efforts of the Environmental Health Coalition and the County of San Diego in their preparation of a school curriculum on household hazardous waste. This program is outlined in detail in Chapter V herein.

C. SITING AND PERMITTING OF HAZARDOUS WASTE FACILITIES

1. PRE-APPLICATION PROCESSES FOR HAZARDOUS WASTE FACILITIES

The Planning Department shall review project applications and business license applications where the application indicates a use of hazardous materials or the production of hazardous wastes in order to determine whether such application is governed by City HWMP provisions. Upon submittal to the Planning Department of a written description of a process that qualifies as a hazardous waste facility pursuant to state law, the project proponent may be informed of the existence of, and shall comply

with, the special requirements for processing such facility applications with the State of California and the City of Oceanside. Information concerning the process with the State Office of Permit Assistance may also be provided. Notification of the application shall also be made to the Committee.

The City and project proponent shall comply with the provisions of Health and Safety Code section 25199 et seq. If the City has received notice that the project proponent has already begun the Notice of Intent process through the State of California, the applicant shall be notified of the additional City of Oceanside requirements for both the NOI and the siting process.

In the event the project proponent changes the proposed site in the City, the project proponent shall file a new Notice of Intent (NOI) with both the City and the State and conduct the procedures of Health and Safety Code section 25199 et seq. anew prior to any local land use decision on the project. In addition, the project proponent shall pay all applicable fees in connection with the application process for the new site.

2. OCEANSIDE APPLICATION REQUIREMENTS

The project proponent shall comply with all of the following local hazardous waste facility application requirements:

a. Information Required

Detailed information about the hazardous waste facility's process and about the track record and background of the project proponent and operator shall be provided to the City by the project proponent at the time the Notice of Intent is filed. This information shall be provided in a form and content approved by the City and shall include information such as (but not limited to): the chemicals used on site and in the process; a general description of the process; a list of chemicals input and output from the process and their ultimate disposition; information concerning the financial standing, background, track record and ability to assume liability of the project proponent; and information concerning the management plan and operating procedures of the proposed facility.

b. Conditional Use Permits

All hazardous waste facilities shall be required to make application for a public hearing and receive a Conditional Use Permit as required by the Oceanside Zoning Ordinance. Special application materials shall be provided as required by the City.

c. Risk Assessments

All hazardous waste facilities shall be required to prepare a risk assessment which meets or exceeds the standards of the City.

d. Environmental Impact Reports

All hazardous waste facilities shall be required to prepare an Environmental Impact Report (EIR) under state (CEQA) and local guidelines and any amendments thereto, and under federal environmental review regulations as applicable.

e. Public Information

All hazardous waste facility proponents shall be required to participate with the City in a public information program prior to and during the public hearing process.

3. SITING CRITERIA AND PERMITTING REQUIREMENTS

a. Local Siting Criteria

Chapters I through XI suggest the use of existing industrial land and areas designated in the General Plan for industrial development. The Plan also recognizes the potential for using lands which at some future time could go through the procedure and analysis to be "redesignated for industrial or hazardous facility development."

The City of Oceanside has determined that additional siting criteria are necessary to protect its residents and visitors from the potential health, safety and environmental risks associated with hazardous waste facilities. These criteria shall apply to the siting of all hazardous waste facilities at any location within the City. This includes, but is not limited to, land zoned IG (General Industrial) or designated on the General Plan Land Use Element map for General Industrial Uses. These siting criteria include:

(1) Minimum distance of 2,000 feet from residential zone.[1] The City believes that 2,000 feet should be the requirement for Oceanside because of the following:

(a) Many residential neighborhoods have limited access points which would make evacuation difficult.

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[1] State law reference - Health and Safety Code sections 25202.5 and 25230

(b) The City's development pattern has created many areas in which industrial development directly abuts residential areas.

(c) These "buffer" areas can be used as part of the development as mentioned below.

The project proponent shall restrict such a 2,000 foot "buffer zone" from inappropriate uses through easements and covenants recorded against the property. The buffer areas may be used (and shall be restricted from inappropriate use as required) for landscaping, drainage facilities, equipment storage excepting hazardous substance and flammable materials storage, parking areas, or similar activities as approved on a case-by-case basis. Buffer areas may include burms and spill containment areas, but shall not include any hazardous substance sumps or ponds.

A risk assessment shall be used as an evaluation tool concerning the location of the project in relation to the potential adverse health and safety effects that surrounding populations could experience. (Risk Assessments are required of all projects pursuant to "Environmental Impact Reports", in this Chapter, which requires a discussion of siting alternatives and shall also be used in establishing safe buffer distances.) (EIR's are required for each such project pursuant to this Chapter and this Plan.)

(2) Minimum distance of one (1) mile from immobile populations.[2]

Immobile populations include, but are not limited to, such uses as hospitals, nursing homes, child care facilities, K-12 schools, and jails. If a lesser distance (between 2000 feet and one (1) mile) is proposed, the risk assessment shall be used as an evaluation tool concerning the specific location, design and processes of the project in relation to the potential adverse health effects to the immobile populations and as a means of assessing the adequacy of the distances proposed on a case-by-case basis. The information provided in the Environmental Impact Report shall also be used in this process. These buffer areas shall be protected as mentioned above.

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[2] State law reference - Government Code section 65850.2

(3) Availability of emergency services.

Emergency services shall be available within demonstrated emergency response times which are the same or better than those recommended by the National Fire Protection Association. Facilities may, if approved by the City, provide their own emergency response capability or locate, construct, fund and provide training for the necessary public facility.

(4) Flood protection.

Any hazardous waste facility or access to a hazardous waste facility shall be located outside the 100-year flood plain areas as shown on the Federal Emergency Management Agency Flood Areas. Construction or access ways in these areas, when removed from the 100 year flood plain by provision of flood control facilities or by raising the sites above the flood plain, may be permitted if approved by the City. The risk assessment and environmental review shall include an analysis of such hazards.

(5) Tidal waves and storm surges protection.

Hazardous waste facilities shall not be located in areas bordering the ocean, any lagoon, river, tributary, inlet or estuary where the land is subject to tsunamis (tidal waves) seiche or storm surges. The risk assessment and environmental review shall include an analysis of such hazards.

(6) Earthquake protection.

All hazardous waste facilities are required to have at least a 200-foot setback from any known active (holocene) earthquake fault. Geotechnical reports, subject to the review and approval of the City Engineer shall be required for all projects to determine whether or not there are faults or evidence of surface displacement during holocene and quaternary time within or immediately adjacent to the site. An estimate shall be required of the magnitude and distance to all known relevant earthquakes and faults. The risk assessment and environmental review shall include an analysis of such hazards.

All buildings for hazardous waste facilities constructed in Oceanside shall be constructed to Seismic Zone 4 Building Code standards as a minimum standard. Specific design standards in excess of the

minimum standard may be required by the City as deemed necessary to protect the public health and safety.

(7) Geotechnical safety.

Geotechnical studies shall be conducted for any facility proposal. Such facilities are prohibited in areas of potential slope instability and areas of rapid geologic change.

Geotechnical studies shall be conducted to determine any potential for liquefaction or subsidence. Hazardous waste facilities shall not be permitted where the earth is subject to these disturbances. The risk assessment and environmental review shall include an analysis of such hazards.

(8) Hillside Protection.

Hazardous waste facilities shall not be sited on lands defined as undevelopable under Section 1.25 (Undevelopable lands) of Article 1.2 (Site Design) of the Land Use Element. Undevelopable lands are lands including slopes in excess of 40 per cent with a minimum elevation differential of 25 feet, and riparian corridors or associated vegetated areas of rivers, intermittent or perennial streams or lakes. (See page 18 of the Land Use Element.)

If any hazardous waste facility is proposed for an area of between 20 and 40 per cent slopes, a "Hillside Development Plan" shall be processed along with all other applications for the project, showing how the site design and grading plan have been done to reduce earth movement on the site. The risk assessment and environmental review shall include an analysis of such hazards.

(9) Inundation protection.

No hazardous waste facility shall be allowed in any dam failure inundation areas.

(10) Groundwater protection.

(a) Potentially potable groundwater.

The potential potable groundwater in the San Luis Rey River basin is protected by the City for future use because of rapidly diminishing water supplies in Southern California. Hazardous waste facilities shall not be sited in areas of the basin identified by the

Water Utilities Department as part of the aquifer recharge area. If they are proposed within one-half (1/2) mile of the area, a groundwater study should be conducted to determine an appropriate buffer zone and/or mitigation measures. As other groundwater sources are identified by the City as potential water resources, they shall be similarly protected. The risk assessment and environmental review shall include an analysis of such hazards.

(b) All groundwater.

All hazardous waste facilities shall be designated to avoid spills into groundwater. The risk assessment and environmental review shall include an analysis of such hazards.

(11) Adequate wastewater capacity.

Hazardous waste facilities generating wastewater shall be located in areas with adequate sewer capacity to accommodate facility discharge, or the potential developer shall provide the capacity necessary as determined by the Water Utilities Department. Facilities shall comply with all federal, state and City wastewater reclamation requirements. Hazardous waste facilities shall not be sited where they shall adversely impact existing water reclamation facilities. The risk assessment and environmental review shall include an analysis of such hazards.

(12) Spill containment.

Any facility proposed in an area where surficial geologic materials are highly permeable shall provide complete spill containment and inspection measures, as required by the City. The risk assessment and environmental review shall include an analysis of such hazards.

(13) Air Quality protection.

Air Quality shall be protected pursuant to the regulations of the San Diego Air Pollution Control District. The risk assessment and environmental impact report shall address toxic and other emissions issues and the mitigation measures to be used to avoid potential affects on human health, safety, and the environment.

(14) Wetlands protection.

No facilities shall be located in wetland areas regulated by either the State Department of Fish and Game or the U.S. Fish and Wildlife Service.

(15) Habitat protection.

No facilities shall be located within critical habitat areas of threatened or endangered species as identified by the state or federal government.

(16) Recreation area protection.

Hazardous waste facilities shall not be located within 2,000 feet of any public recreation area such as a beach or park. This distance was set because of the consistent human occupation and use of beaches and parks. Facilities shall also be located and designed so as to eliminate the potential for any spills or releases into any tributaries that effect the beaches or harbor areas. The City of Oceanside is particularly concerned with protecting the viability of its tourist and visitor trade, as well as the health and safety of both citizens and visitors. The risk assessment and environmental review shall include an analysis of such hazards.

(17) Agricultural land protection.

If a hazardous waste facility is proposed for an area identified by the state as a prime agricultural area pursuant to the Williamson Act, Government Code section 51200 et seq., the City must make findings of overriding public benefit before approving the facility. Findings would be required that the public benefit of such a facility is greater than the value of the products of the agricultural land or for its open space value in order to permit such a facility.

(18) Mineral resource protection.

Hazardous waste facilities shall not be sited in any areas determined to be a mineral resource by the state.

(19) Transportation.

(a) Travel time minimization.

Hazardous waste facilities shall only be sited where transportation of hazardous waste

within the City of Oceanside is minimized. Alternate transportation by rail may be considered in regard to specific locations. The risk assessment and environmental review shall include an analysis of transportation routes, times, and alternatives.

(b) Location near major traffic routes.

Hazardous waste facilities shall be limited to major traffic routes to the greatest extent possible. Travel on minor roads shall be kept to a minimum and travel on residential streets shall be minimized whenever possible. The type of traffic, such as that generated for hospitals, schools or shopping centers shall be considered in establishing transit routes and locations. The time allowed for transportation shall be limited by the City to non-peak hours. The traffic counts related to capacity of the route and the accident rates shall be taken into account when determining routes and locations. The risk assessment and environmental review shall include an analysis of transportation routes, times, and alternatives.

(20) Site, design access points.

Site design for hazardous waste facilities as well as locational requirements shall include the provision of at least two (2) access points to and from the facility site.

(21) Fiscal impact analysis

In considering the siting of a hazardous waste facility in the City of Oceanside, the City shall consider the potential revenue impact to the City of the presence of the facility, and ensure that there will not be a potential loss to local residents and governmental operations. Changes in employment and the impact of such change upon the community shall also be studied in conjunction with any facility proposal.

(22) Training of employees.

The appropriate emergency response and work-related training of all employees of hazardous waste facilities is a high priority. Documentation of plans for, and a schedule of, such training programs and implementation shall be required as part of any application for such a facility.

(23) Public information and notification program.

The City and the facility proponent shall participate in the state-required public information and notification requirements under Health and Safety Code section 25199 et seq. The City shall also require neighborhood notification for the conditional use permit pursuant to the zoning ordinance.

(24) Additional Siting Criteria.

The City may impose any other reasonable siting criteria consistent with the goals of this Plan that it deems necessary to protect the public health, safety and welfare, and the natural resources within the City of Oceanside.

b. Local Permitting

Conditional use permits with a public hearing, risk assessments and environmental impact reports are required for all hazardous waste facilities. All such project proposals shall comply with the procedures established by the Planning Department of the City of Oceanside and all other local, state, and federal agencies. All such projects shall be reviewed during an advertised public hearing, and shall be conditionally approved or disapproved by the Planning Commission according to the criteria contained in this Plan and all other consistent local laws and regulations.

The Planning Commission shall utilize the criteria and requirements of this Plan as minimum requirements in the consideration and conditioning of hazardous waste facility projects. Decisions of the Planning Commission are appealable to the City Council pursuant to the Zoning Ordinance.

Using the criteria and requirements found in this Plan, the Committee shall review all such applications on an advisory basis and shall report to the Planning Commission any analysis, opinions or recommendations they deem appropriate regarding the project's compliance with this Plan. The Committee may also recommend specific project conditions to the Planning Commission as appropriate.

Hazardous waste facilities shall be required to meet all the permitting requirements of the applicable federal, state, county and City agencies. The construction of such facilities shall be required to meet all the requirements of the latest applicable Uniform Building Code and Uniform Fire Code.

If a project proponent selects a different site for a proposed facility after filing the Notice of Intent with the state and the City, new applications and new fees shall be required.

4. OPERATIONAL ISSUES

In order to protect the health, safety, and welfare of the residents of Oceanside from the potential adverse impacts of unprogrammed releases, and operational or procedural failures at hazardous waste facilities, the City shall review and may place conditions to control the operations of these facilities through the local review and permitting process.

The plans and programs mentioned in this Section shall be reviewed by the Planning Commission during the public hearing considering a hazardous waste facility project. If the project is approved, such plan and programs may become, as appropriate to each case, part of the conditions of approval of the project.

The Committee shall review such plans and programs. The Committee shall report as appropriate to the Planning Commission its analysis of the project's adequacy regarding these plans or programs. The Committee may also make recommendations for project conditions to the Planning Commission.

Information on the following operational areas shall be part of the application for public hearing for the Conditional Use Permit for any hazardous waste facility and shall be considered during the public hearing on the project. The information shall be prepared to the specifications of the City of Oceanside and shall include, but not be limited to, the information described below. All hazardous waste facility projects shall be conditioned in the Conditional Use Permit to comply with the following minimum requirements:

a. Adherence to County Requirements.

The project proponent shall meet the requirements of the San Diego County HMMD for a Management Plan and a Business Plan, as required by state law for all businesses using reportable quantities of hazardous materials.

b. Hazardous Waste Operational Plan

- A general description of the hazardous waste stream managed at the facility, including the sources of generation and modes of transportation;

- A general description of all treatment methods used at the facility, including storage practices;

- A general description of the types of hazardous wastes leaving the facility, including their final disposition; and

- A general description of the safety and mitigation measures incorporated in their operations.

c. Hazardous Waste Emergency Contingency Plan

- Evacuation procedures;

- Neighborhood notification procedures; and

- Neighborhood evacuation procedures.

d. Hazardous Waste Monitoring Plan

- A Plan to keep the City informed about the activities of the operation. The contents of the Monitoring Plan shall be to the specifications of the City and shall be tailored to the proposed operation.

e. Personnel Training and In-house Education Plan

- Education and training on emergency response and other appropriate work-related issues shall be required for employees of all such facilities as well as for local emergency workers.

  The employee training program and the emergency response training program shall be reviewed during the public hearing process, at which time additional conditions of operation may be added to the Conditional Use Permit.

f. Contingency Plan for Abandonment or Closure of Hazardous Waste Facilities

- Tailored to the particular situation and in compliance with the requirements for a detailed written closure plan pursuant to 40 CFR 265.112(a). At a minimum, conditions shall be placed on the Conditional Use Permit that require notice to be given to the City of an abandonment or closure of the facility pursuant to 40 CFR 265.112 (d), and that mitigation or cleanup measures shall be subject to the review and approval of, and the attachment of additional requirements as appropriate by, the City. Enforcement of these operational factors shall be

as outlined in the implementation section on page 25 of this Chapter.

5. SITE SECURITY

It is the City of Oceanside's policy that facility operators have appropriate security measures. Appropriate security measures shall be determined by the characteristics of the site, the types of waste processed, and the specific processes utilized.

The application for a Conditional Use Permit shall contain a description of these security measures, which shall also be illustrated on the site plan.

The security system and/or other measures shall be subject to review and approval of the Planning Commission during the public hearing process on the Conditional Use Permit. Security measures shall also be reviewed by the Committee, and the Fire and Police Departments, each of whom may recommend additional conditions to the Planning Commission.

6. FINANCIAL RESPONSIBILITY

Any hazardous waste facility, as defined by state law, intending to locate in the City shall be financially responsible for liability resulting from any incident resulting from its operations, and for closure and post-closure liabilities. The City shall be protected from any liability for the project.

a. The City supports the concept now being developed by the Southern California Hazardous Waste Management Authority, of forming an insurance pool for local governments to provide local government with third party liability insurance relating to the siting of hazardous waste facilities.

b. The City shall require as part of the application for any waste processing facility, proof of financial responsibility. The amounts of insurance and other means of securing this responsibility shall be determined on a case-by-case basis in relation to the operations and scale of the facility. The City shall be named an additional insured on any such policy.

All such information shall be reviewed by the Finance Director or his or her designee. It shall also be considered by the Planning Commission in making a decision on a project during the public hearing on the Conditional Use Permit.

7. COORDINATION WITH OTHER AGENCIES

The City of Oceanside contracts with the San Diego County Health Department for most health-related services. The San Diego County HMMD presently aides the City in regulating and

controlling hazardous materials and hazardous waste within the City, and assuring compliance with local, state and federal regulations and laws.

The City of Oceanside's goal is to continue and strengthen its relationship with HMMD on hazardous waste issues. Regularly scheduled staff-to-staff meetings are held concerning cooperation on issues of local concern.

8. LOCAL ENFORCEMENT

The success of this Plan is dependent on effective implementation by the City and the community. The City shall develop relationships with all agencies involved in the enforcement of hazardous materials and waste laws. Cooperation with the appropriate state and federal agencies as well as the San Diego County HMMD is essential to the continued health, safety, and welfare of the Oceanside community.

Many of the requirements of this Plan shall be implemented through the placement of conditions of approval on local permits for hazardous waste facility projects.

a. Staff shall plan-check all building plans, grading plans, landscape and improvement plans for hazardous waste facilities to assure the required conditions have been indicated on such Plans by the project proponent.

b. Any requirements for documentation, such as proof of financial responsibility, education and training, operational requirements, shall be checked by staff prior to issuance of any building permits. As part of the conditioning process, these requirements shall be recorded against the property as part of a covenant of conditions and restrictions.

c. The physical requirements as shown on the building, improvement, landscape and grading plans shall be checked in the field by City inspectors.

d. As one of the implementation measures, the City shall require as a condition of approval in the Conditional Use Permit that each hazardous waste facility submit regular reports (the timing would be determined on a case-by-case basis depending on the type of facility and its operation) to the Planning Commission on its compliance with the conditions of approval.

Such reports shall be referred to the Committee for advisory comment and any information concerning the compliance of the facility with the conditions of approval shall be forwarded to the Planning Commission or to City staff as a report.

e. The City Code Enforcement Division, Fire Prevention Office, Industrial Waste Inspector and others applicable City departments shall conduct inspections in response to complaints by citizens.

D. PLAN IMPLEMENTATION

The City Hazardous Waste Management Plan shall be implemented as follows:

1. POLLUTION PREVENTION

The City may accomplish pollution prevention through any of the following means:

- Sponsoring workshops with hazardous materials and waste industry leaders and industry associations.
- Working with the Chamber of Commerce to sponsor workshops for local generators that have the potential of producing hazardous waste.
- Publishing or working with the San Diego County Health Department to publish an information bulletin for industry.
- Making recommendations to the City Council for industries that may be rewarded for eliminating or reducing wastes.
- Requiring industries that produce hazardous waste to report minimization and reduction efforts to the City.
- Exploring grant sources to assist local industry in minimization and reduction efforts.
- Encouraging or requiring participation in the various substance assessment programs sponsored by the San Diego County Health Department.
- Any other means of reducing or minimizing hazardous waste and materials consistent with the goals of this City HWMP.

2. HOUSEHOLD HAZARDOUS WASTE

The City may achieve household hazardous waste minimization and reduction through the implementation of an educational program including the production of brochures, maintenance of a speakers bureau, participation in community outreach, and joint programs with the solid waste hauler or any other means consistent with the goals of this Plan.

3. EDUCATION AND TRAINING

In the case of internal facility training procedures, this section would be implemented by conditions on the land use permit for the project as reviewed and approved by the Planning Commission. In relation to the education of the community at large, the City supports the efforts of the Environmental Health Coalition and the County of San Diego regarding awareness of hazardous materials and waste by the local community. The committee's speakers bureau could also be utilized by local schools and community groups, as well as any other means consistent with the goals of this Plan.

4. PRE-APPLICATION PROCESS

(a) Few changes will be required in existing procedures. Upon the submittal of a project application or business license application of a hazardous waste treatment, storage, or disposal facility, the project proponent shall be notified of the state's requirements concerning the Notice of Intent with the Office of Permit Assistance.

(b) The City shall make any necessary changes to its business license application form in order to identify potential hazardous waste facilities.

5. APPLICATION REQUIREMENTS

(a) Information Required. The following minimum information shall be provided to the City by the project proponent at the time the Notice of Intent is filed with the state. Forms may be developed by the City to assure the inclusion of this information.

(1) The project proponent's background, track record, and ability to assume all liability from facility operations.

(2) The reportable quantities of hazardous substances to be managed on-site.

(3) A description of the processes used, including but not limited to the treatment methodologies used at the site, and the input and output of the processes.

(4) A description of operational procedures, contingency plans and site security.

(b) Conditional Use Permit Application. All hazardous waste Facilities shall process, through the public hearing procedures, a Conditional Use Permit meeting the requirements of the standard City application forms and procedures.

(1) The following information shall be required of the Proponent:

(a) A supplemental checklist indicating compliance with City siting criteria shall be included by the proponent in any application package for a hazardous waste facility.

(b) The project proponent shall submit information relating to operational issues (page 17). A questionnaire or form for this information may be reviewed and approved by the Committee, and may be provided to project proponents as part of the application package. The project proponent shall address all of the following in the application:

(1) A Hazardous Waste Operational Plan including, but not limited to, a description of the input of the hazardous waste material: what it is, where it comes from, how it arrives, the internal process of the facility, the output, the disposition of the output and the safety measures taken at each step of the process.

(2) An Emergency Contingency Plan including but not limited to evacuation procedures for the facility and the neighborhood and neighborhood notification procedures.

(3) A proposal by the project proponent for a monitoring program including regular reports to the City on the outcome of, and problems with, the program.

(4) A description of the facility's proposed personnel training and in-house educational programs relating to emergency response and other relevant work-related issues.

6. SITING CRITERIA

Siting criteria shall be implemented on a case-by-case basis by requiring information from the applicant. A checklist mentioning each specific siting criteria shall be included in the application package for the Conditional Use Permit for a hazardous waste facility by the project proponent. Findings shall be made concerning each of these criteria during the public hearing as part of the approval of the Conditional Use Permit. The City may implement this requirement by amendment of the zoning ordinance which to add a list of minimum findings required for the Conditional Use Permit for hazardous waste facilities.

7. RISK ASSESSMENTS

All hazardous waste facilities shall be required to prepare a risk assessment, meeting the standards of the City and this Plan, as part of the application for the Conditional Use Permit.

The City may develop guidelines for risk assessments. Any such guidelines may be reviewed by the Committee from time to time. The risk assessment shall be reviewed by the Planning Commission in its consideration of the project during the public hearing on the Conditional Use Permit. Based on information from the risk assessment, the Committee may recommend conditions on the project to the Planning Commission.

8. ENVIRONMENTAL IMPACT REPORTS (CEQA)

All hazardous waste facilities shall prepare an Environmental Impact Report under City and state guidelines and any revisions thereto. The EIR shall be used by the Planning Commission in its consideration of the Conditional Use Permit for the project in a public hearing. The EIR shall be circulated during the public comment period to the Committee for review and comment.

9. OPERATIONAL ISSUES

Information concerning operations of hazardous waste facilities is being requested as part of the application package for the Conditional Use Permit mentioned above. As requested, or as it requests, the Committee may review the information and make recommendations to the Planning Commission.

10. PUBLIC INFORMATION

The project proponent shall submit a public information program proposal related to the facility as part of the application for the public hearing for the Conditional Use Permit. Such a program proposal may be reviewed by the Committee and may be recommended for inclusion as a condition of approval of the project.

11. SITE SECURITY

Security measures shall be implemented by the placement of conditions on the Conditional Use Permit during the public hearing process, by recordation of the conditions against the property, and through the plan check and field inspection process.

12. FINANCIAL RESPONSIBILITY

In addition to the liability coverage required of project proponents under state law (see Chapter IV, p. 26 supra), the City may require specific information from the applicant as to how the City is to be protected from any liability arising from the project. The City's Risk Manager may recommend appropriate insurance and financial responsibility amounts to the Planning Commission for consideration during the public hearing on the Conditional Use Permit and to the City Council. The City shall be named as additional insured on any such facility policies.

13. ENFORCEMENT

The City is working with the San Diego County Health Department to coordinate efforts on issues of local concern. Other enforcement shall be done through the placement of conditions on the Conditional Use Permit and the review of building, landscaping, improvement and grading plans to see that the conditions are included. All conditions placed by the City shall be recorded against the property by the project proponent. City inspectors shall conduct regular inspections to ensure compliance of the facility with all legal requirements.

Regular compliance reports by the project proponent, as required herein shall be reviewed by the Committee.

The City shall respond to any complaints concerning the conditions of the project and its operation, and may refer such complaints to other regulatory agencies as appropriate. The Committee shall receive any reports concerning such complaints and their disposition.

MILITARY RESERVATION ELEMENT

CITY OF OCEANSIDE, CALIFORNIA

PREPARED BY:
PLANNING DEPARTMENT
CITY OF OCEANSIDE
SEPTEMBER, 1981

ADOPTED BY CITY COUNCIL
ORDINANCE 81-407
DECEMBER 16, 1981

PURPOSE:

Since Camp Pendleton was established in 1941, the City of Oceanside has served as the home community to the Marines and their dependents stationed at the base. The purpose of this general plan element is to acknowledge the direct physical, social, and economic linkages between Oceanside and Camp Pendleton and to propose policies which would strengthen the bond between the community and the base.

The authority for this element is contained in Section 65300 of the government code, which requires that each city and county adopt a comprehensive, long-term general plan for the physical development within its boundaries, and also for any land outside its boundaries which in the planning agency's judgment bears relation to its planning. Since Oceanside proposes to annex Camp Pendleton to the City, it is necessary to adopt a general plan and pre-zone the Base. Because of the unique status of Camp Pendleton as a federal military reserve, and the constitutional limitations on local land use authority over the Base, the City is addressing general plan issues for Camp Pendleton in a separate element.

Because Camp Pendleton is a federal military installation, it is constitutionally exempted from all local land use controls. Furthermore, the Military Construction Act of 1972 prohibits the sale, lease or transfer of any of the lands within Camp Pendleton for private purposes, unless expressly approved by Congress. This element affirms that existing land uses on the Base will remain under federal control and also acknowledges the strong ties between the Base and the City.

The foremost function of Camp Pendleton is as an essential part of the national defense network. Secondarily, portions of the land within the Base are used for nuclear power plant, two major transportation corridors (I-5 and the AT&SF Railroad), and a State Park Campground.

Finally, the Base also serves as a major stretch of open space along the Southern California coast, a buffer between San Diego and Orange Counties, and a wildlife preserve. The Base and the federal

government are to be commended for protecting the Camp Pendleton against urban encroachment.

GOAL. To recognize that portion of the City under exclusive federal and/or state control and establish policies which will benefit both Camp Pendleton and the community as a whole.

POLICIES. The City shall:

- .Recognize and support the vital defense mission of the Base.
- .Support and assist the Marine Corps in its efforts to prevent encroachment on the Base from outside interests. (Specifically, the City opposes the construction of a regional airport or hazardous waste disposal facility on the Base.)
- .Recognize the San Onofre Nuclear Power Plant as a federal enclave, governed by federal regulations.
- .Provide better municipal services and facilities in Oceanside to meet the needs of Camp Pendleton residents.
- .Provide municipal services and facilities on the base as deemed desirable and necessary, if requested by the State or Federal governments.
- .Encourage the State of California to continue to upgrade public recreational facilities at the San Onofre State Park.
- .Promote the development of affordable housing both on- and off-base to meet the needs of the Camp Pendleton population.
- .Strive to upgrade vehicular access to and from the main gate and back gate.
- .Encourage the provision of wholesome recreational opportunities within the City for residents of the Base.
- .Foster improved relations between the City's civilian and military population by encouraging broader participation in community affairs.

RELATION TO OTHER ELEMENTS OF THE GENERAL PLAN

Land Use - Land use within the boundaries of Camp Pendleton is regulated by the federal government (for the Marine Corps Base and

Nuclear Power Plant) and the state government (for the State Park lands). The City does not have the authority nor the desire to establish urban land uses within the base. The land use map, shown in Appendix A, simply recognizes the existing land use on the base.

The presence of the base along the urban boundary of Oceanside has been a major determinant of local land use. A high proportion of the City's transient accommodations are located near the Main Gate to the base, where they may serve base visitors. The entrances to the base are surrounded by modestly priced neighborhoods which have a large proportion of military households. The downtown supports a large number of businesses catering directly to the military population. The Marine Corps has clearly had a major influence on the development of the City for the past 40 years.

A goal of the Land Use Element is to define the physical, social and economic relationships between the base and urban portion of the City, and to provide for the integration of harmonious military-related and supportive uses into the community.

Circulation Element - The City and Camp Pendleton are linked by a multi-modal circulation network. The greatest concentration of Camp Pendleton's population lives in the southerly portion of the Base, with Oceanside being the closest community both in terms of distance and travel time. Major street linkages between the City and Base include the main gate, the back gate (Vandegrift Boulevard), and Interstate 5. The City's Circulation Element highlights the need for the Route 76 bypass (Expressway) and the Melrose extension (prime/major arterial), both of which would greatly improve vehicular access to the Base.

Other modal connections include the North County Transit District (NCTD) operating six bus lines between the City and Base, and the "Bike Centennial" bike route, which traverses the entire length of California. The downtown multi-modal transportation facility, which will begin construction in 1982, will interface NCTD buses, private auto, taxi, Amtrak, Greyhound Bus and Continental Trailways bus in a single facility. Pendleton residents are major users of these

transit facilities in Oceanside.

Housing Element - According to Camp Pendleton Housing Officer, the Base's total permanent party housing requirement as of January 1980, is 10,710 households. Of these, approximately 5,269 family households and 1,340 individual heads of households reside off-base. The Housing Officer estimates that approximately 50% of all of the off-base personnel reside in Oceanside.

The major reason for the degree of impact from military housing demand upon Oceanside is the federal policy which precludes the provision of on-base housing for the lowest rank personnel and their familits (i.e., heads of household rank E-4 with less than two years, and lower). This policy forces the military households with gross incomes and housing allowances ranging from about $600 to $725 monthly to seek housing in the private market.

The City's Housing Element contains a policy encouraging the Federal government to change this practice and allow the construction of new on-base housing to meet the needs of all ranks.

Local housing costs have been rapidly increasing in recent years due to inflation, high interest rates and short supply. The Camp Pendleton population adds considerably to the competition for scarce low and moderate cost housing in the City, with the net effect being that a large percentage of Oceanside's population ---- both military and civilian ---- pay an excessive proportion of their income on housing.

The City's Housing Element contains policies and programs intended to preserve affordability, increase accessibility (i.e., provide housing opportunities for all households regardless of race, color, religion, sex, family size, age, or physical disability), protect existing neighborhoods, and provide new housing opportunities. These policies and programs are intended to meet the needs of both the City's military and civilian residents.

Environmental Resources Management Element - (Open Space and Conservation) - This element represents the City's program for the conservation of natural resources and preservation of open space. Camp Pendleton is the largest stretch of open space along the Southern California coast. As such, it is a resource of statewide importance. The large land area encompassed within the base's boundaries is necessary to support military exercises and varied functions of the base. It also allows a buffer around the San Onofre Nuclear Power Plant from incompatible land uses.

Camp Pendleton further establishes a clear boundary between the urban edges of San Diego and Orange Counties, thus adding to the identification of Oceanside as a distinct and unique community.

The base's wildlife conservation programs are related to Oceanside's sensitive environmental areas by shared habitat and migratory patterns. The City's Environmental Resources Management Element acknowledges the ecological interdependence of the City and Base, and contains policies which seek to conserve and enhance vegetation and wildlife habitats.

Public Facilities Management Element - The goal of this element is to manage growth so that public services to current residents will not be impacted by new development. A key component of the element is the use of assessment districts, development impact fees and/or on- and off-site improvements to provide new public facilities (water, sewer, drainage and traffic) concurrent with development.

Most public facilities are already provided adequately on base by the Marine Corps. The City currently provides fire and paramedic service to the base on a mutual aid basis, and also provides water service, on contract, to a CALTRANS rest facility.

Services provided to the base as a result of annexation are documented in a separate "Plan of Services".

Public Safety Element - The Public Safety Element addresses seismic, geologic, fire and flood hazards and civil disaster preparedness. The City of Oceanside already has a responsibility to maintain a disaster preparedness plan in the event of any earthquake, flood, fire accident, civil disturbance or other emergency. Such a plan outlining municipal organization, manpower, equipment and communications capabilities has been prepared. The annexation of Camp Pendleton extends Oceanside's responsibility for disaster preparedness on portions of the base. This is detailed in the City's "Plan of Services" for Camp Pendleton.

Noise Element - The goal of the Noise Element is to minimize the effects of excessive noise within the City. Because of the exclusive jurisdiction of the federal government within the base, the City cannot regulate the generation of noise on the base. The City must, however, consider the noise impacts from the base in determining land uses and attenuation measures within the City. Occasional training exercises on Camp Pendleton may create a disturbance in Oceanside, but these occurrences are infrequent and of short duration, and occur generally during daylight hours.

Education and Recreation Element - The goal of the Education and Recreation Element is to plan for and provide adequate education and recreation facilities concurrent with community needs.

The State Park Facility at San Onofre is a regionally significant recreational facility. The Marine Corps also has an exceptional array of recreational services and facilities available for military personnel and their dependents.

In 1980, the City conducted, as part of the federally funded Urban Parks and Recreation Program Recovery Action Program, a comprehensive survey of Oceanside parks and recreation program users. These surveys showed that about 25% of Oceanside's parks users and 25% of participants in the City's recreation programs were Camp Pendleton personnel or dependents.

The provision of school facilities on base is a function of the respective school districts and the base. The annexation would not alter the Fallbrook or Oceanside Unified School District boundaries and would not change any of the federal, state or local revenues received by those respective school districts. There is no legal or functional requirement for school district boundaries to be conterminus with City boundaries. (In fact, a portion of the Fallbrook School District has been within the Oceanside corporate limits for over 22 years.)

Scenic Highways Element - The Scenic Highways Element acknowledges the scenic qualities of Interstate 5. The stretch of this route through Camp Pendleton is particularly scenic because of the undisturbed vistas of the rolling hills to the east and coastal terrace, and ocean to the west. This state route functions as a "window" to Oceanside for southbound travelers.

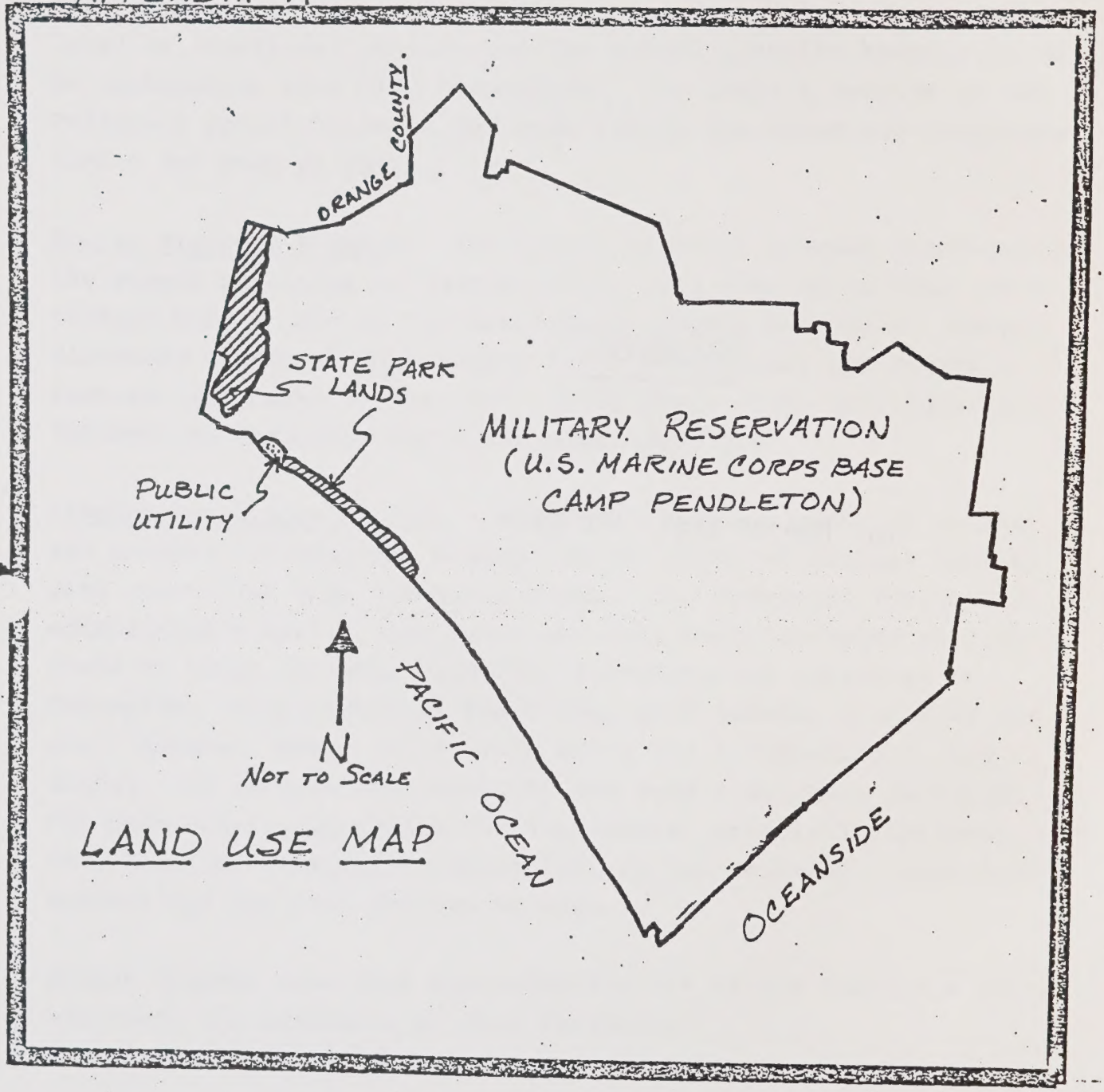
Library Facilities Element - The goal of this element is to plan and provide for adequate branch and extension of library facilities concurrent with community needs. The Oceanside Public Library established a policy many years ago that Camp Pendleton residents would be given the same borrowing privileges as residents of Oceanside. Camp Pendleton has a very good library system of its own. However, their chief focus is on the informational, educational, and recreational needs of the Base's military personnel. The Base Library materials for dependents, especially children, are very limited. Oceanside Public Library has welcomed visits from schools and day care centers on Base.

Recent figures show that approximately 10% of the library's total borrowers are residents of Camp Pendleton.

APPENDICES

A. MAP OF BASE LAND USES

APPENDIX A



LAND USE MAP

OPEN SPACE ELEMENT

CITY OF OCEANSIDE, CALIFORNIA

Prepared by:

Planning Department
City of Oceanside
December, 1973

Adopted by:

City Council
Resolution No. 73-239
December 26, 1973

Michel A. Bedaux
Planning Director

City Hall
704 Third Street
Telephone: 722-8271

Oceanside, California 92054

December, 1973

Honorable Mayor & City Council
Chairman and Members of the
Planning Commission
Chairman and Members of the
Parks & Recreation Commission

SUBJECT: Letter of transmittal - Final Open Space Element

Pursuant to Chapter 1590, Article 10.5, Section 65563 which states:

> "Every City and County shall by June 30, 1973, prepare and adopt a local open-space plan for the comprehensive and long-range preservation and conservation of open space land within its jurisdiction."

Further legislation extended the deadline for adoption of a plan to December 31, 1973. In August, 1972, the City of Oceanside adopted an Interim Open Space Plan. The Planning Staff is pleased to submit for your review and adoption this report as the Open Space Element of the General Plan.

The basic recommendations contained in the Interim Report have been refined and expanded to ensure development of a truly comprehensive approach to open space planning. During the initial research and analysis, several factors were considered, including present and future urbanization, existing open space and recreation areas, and numerous natural determinents such as agriculture suitability, ecological factors, and criteria for development.

In addition, the present general plan and zoning practices were evaluated to determine to what extent they encourage open space preservation.

It was determined that only a minimum amount of new legislation as mandated by State law is necessary to implement

an action program for open space preservation in the City. Strong, continued enforcement of present City policies requiring only slight modifications should permit the necessary preservation of open spaces.

The Staff believes this report and the accompanying map, when adopted, will satisfy the mandatory requirement for an open space plan and implementation methods.

Respectfully submitted,

MICHEL A. BEDAUX
Planning Director

MAB:pac

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John Frenzel - Vice Mayor
William Bell
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Melvin J. Smith

Planning Commission

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Introduction to Open Space Planning

> In natural communities ecologists observe a certain harmony among the various members - an ecological balance. If this equilibrium is seriously disturbed, there results a stress which, if prolonged, may threaten some elements of the community, and, in turn, the survival of the whole. This principle is also applicable to man-made communities. Urban society cannot flourish without the support and balance of living things other than man. The steadily growing density of human settlement within metropolitan areas, the unrelieved development known as urban sprawl which results from our excessive hunger for land, is a violation of this principle which may have serious consequences.[1]

To prevent these "serious consequences," to maintain the rapidly diminishing natural resources, to preserve land for agricultural use and to control development in the interests of the public welfare, private citizens, industry, and government at all levels have become concerned with protecting the environment and preserving the valuable natural amenities for future generations. The preservation of land as "open space" can fulfill all these objectives and more.

A WORKABLE DEFINITION

"Open Space" is generally defined as all areas of land and water in a more or less natural state not covered by man-made structures. This includes all natural areas untouched by man (bays, cliffs, forests, lagoons, mountains, ocean) as well as "developed" areas maintained in a natural state (cemeteries,

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1. William Niering, Quoted in Background Material on Open Space Parks and Recreation, San Diego Region, California, Comprehensive Planning Organization, (San Diego, February, 1972), p. 3.

parks, golf courses, farms, and reservoirs). Urban open space, defined as natural areas surrounded by or in close proximity to intense urban development, has the additional requirement of being under some type of regulation or preservation measure to ensure continuance in a natural state. Vacant land pending development may be "potential" open space, but cannot be "designated" open space because of its temporary natural condition.

Open Space areas can be any size or shape; they can be publicly or privately owned; they can be accessible for public use or they can serve only as scenic attributes. The main requirements are that they be in a natural or open condition with a minimum amount of man-made improvements, and, in urban areas, their preservation must be guaranteed.

FUNCTIONS OF OPEN SPACE

Many proponents of Open Space preservation would have us believe that all undeveloped land should remain in its present condition, despite economic and social pressure for development and despite the legal ramifications of not allowing property owners a reasonable use of their land. It is their argument that open space for its own sake serves vital social, psychological and ecological functions. This is in part very true, and such functions have been delineated by noted persons in these fields. However, it is not feasible for a municipal government to attempt to preserve all the land or to identify land for preservation using such broad criteria. All the land use needs of a city must be served and because of the finite amount of land available, all land should be used as best as possible given all natural, economic and social considerations. It is to this end that the following viable open space functions are identified.

1. Conservation of Natural Resources
2. Recreational Use
3. Protection of Public Health and Safety
4. Preservation of Scenic, Cultural, and Historic Values

5. Enhancement of the Economic Base
6. Control and Direction of Urban Growth
7. Creation of Community Identity and Buffering of Intense Use Areas

California State Law requires that "Open Space Land" be areas devoted to an open space function and designated by a legally established body.[2] If the land is fulfilling an open space function and is identified officially as "Open Space Land," then some type of regulation can be implemented to ensure its preservation.

OPEN SPACE DETERMINENTS

In establishing "open space" as a legitimate land use, it is necessary to determine if an area is capable of adequately functioning in one of the previously mentioned categories. There are several readily identifiable elements of the environment which are indicative of an open space function or the absence of one. These elements are easily defined and mapped and can, therefore, be used in determining the open space value of the land.

URBAN DEVELOPMENT

Urban development is defined as the extent of present and probable future urbanization. Obviously, areas which are intensely developed are not serving an open space function. Equally obvious, areas of intense urban development need included parcels of preserved open space more than areas which are still primarily undeveloped. Existing vacant land in urban areas are under great pressure to develop. If this land is serving an open space function, then immediate action is necessary to

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2. Government Code, State of California, Article 10.5 (Appendix A contains complete ordinance.)

preserve that function. Essentially, identifying areas of urbanization helps in establishing priorities for open space preservation.

AGRICULTURAL LAND

Lands capable of supporting agriculture operations are readily identified by a soils interpretation study. Agriculture can be viewed both as a natural resource and as a land use capable of supporting the City's economic base. These arguments, however, have not always withstood economic and political pressures for development. Recently, agriculture has been viewed as a means of shaping and separating conflicting land uses and of relieving government of the responsibility of extending expensive urban services.

In Southern California, agricultural areas have been gaining recognition as air purification or recharge areas. Although there is some disagreement as to the relative air purification attributes of natural versus cultivated vegetation, there is no doubt that a significant amount of planted land will contribute to the quality of the air. Historically, Oceanside has one of the highest rates of air pollution in the County.[3] Some improvement has occurred over the last five years; however, any steps which can be taken to improve the situation should be considered.

PARKS AND RECREATION AREAS

These areas are both public and private and used primarily for recreation purposes. They have traditionally served an open space function especially in regions of high density urban development. Even a downtown fountain plaza used by business

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3. San Diego County, California, Air Pollution Control District, Air Pollution Quarterly, (San Diego, 1972) Volume 1, No. 5

employees for lunchtime relaxation would fit into this category. Parks have also been established to preserve unique or rare natural resources and scenic attributes. Large city and regional parks can serve as buffer zones between communities and conflicting land uses.

NATURAL RESOURCE AREAS

Natural Resource areas are defined as lands containing extensive valuable natural resources or unique and rare ecological factors. They are generally divided into several sub-elements including wetlands, woodlands, coastline, deserts, mineral deposits, wildlife and plant habitats. Of these, the following are pertinent to the City of Oceanside:

Wetlands - For the most part, these are the coastal lagoons and their adjacent marsh lands. The lagoons serve as habitats for fish and water fowl and are an important link in the ecological balance of the coastline. They are suitable for light recreation; however, care must be taken to avoid any extensive development which would seriously affect the delicate ecological balance.

Rare and Unique Plant and Wildlife Habitats - areas serving as habitats for rare and endangered species. Ecologists today recognize the value of preserving all existing elements of the ecosystem to maintain a balanced, stable natural environment. Existence of such areas are reason enough for preservation under State law. Educational, scenic and buffering uses of these areas only enhance their value as open space.

Coastline - The Southern California coastline, part of which is Oceanside's responsibility, is a resource of recognized state and national value. It serves a recreational, educational, and scientific value. It is a habitat of varied species of wildlife, and its scenic qualities are invaluable.

PUBLIC SAFETY AREAS

These areas are unsafe for development by reason of flooding, landslide or geologic instability. For easy identification, they are divided into two main categories:

Floodplains - Generally defined in terms of the 100-year flood, they constitute those areas in which the flood waters spread out and are stored or dissipated. Land uses in a floodplain must either be limited to that which is benefited or unharmed by flooding, or flood protective measures must be constructed. Because of the richness of soil in the floodplain, agriculture is always a highly recommended use. Floodplains can also serve as linear recreational areas for activities such as hiking and riding. Today, renewed emphasis is also given to the natural resource value of floodplains and intense development of any kind is discouraged.

Steep Slopes - slopes over 30 percent grade. The obvious problems here are erosion, especially in areas of sparse ground cover, and costly grading and installation of urban services. In areas interspersed with steep slopes and flat areas, cluster development should be encouraged to minimize grading.

URBAN DEVELOPMENT SUITABILITY

The suitability of land for urban development can be determined by considering a variety of natural factors. In addition to the previous public safety elements which should curtail development, soil factors such as drainage, erosion hazard, shrink-swell behavior and rockiness must be evaluated. Individually, these factors cause slight engineering problems; however, in combination, they pose serious economic and design limitations on the development of an area.

For a complete analysis of how these factors are evaluated, refer to Appendix B. Briefly, each factor is rated individually

from slight to severe and then evaluated as a percentage of the overall suitability. Use of those areas which are identified as having a severe limitation to development is questionable. If homesites are to be established, special design, environmental protection and construction practices are needed. In some cases, the limitation may not be feasible to correct. In all cases, increased costs to the developer and the City should be considered.

Careful attention and consideration should be given to the type and density of land uses in these problem areas. If proposed for development, extreme low density/large lot development, natural open space areas, and low population densities may be the best use.

Goals Formation

The goals of an open space program are not determined by reference to any quantitative standards of acres per capita or acres of open space per acres of development. Nor are they directly related to the current amount of vacant land or even the expected limits of urban growth.

As seen in the previous section, open space is necessary because of the beneficial functions it serves and to serve these functions, it must possess certain natural attributes. The goals of the program can, therefore, be expressed by reference to these functions. The amount and type of land to be preserved will depend on how much land is available containing the necessary natural attributes to fulfill the needed functions.

Statement of goals is only the first step; formulation of the policies and objectives that will accomplish these goals follows. The goals, policies, and objectives which have been formulated for the Oceanside Open Space Program should not be construed as regulations or limitations applicable to any specific property. They are intended only as guidelines for the designation of open space lands and as a framework toward implementation of preservation.

GOAL ONE: Preserve open space necessary to protect public health and safety.

Policies:
A. Conserve open space needed for life support systems (water supply and quality protection, sewage, and solid waste disposal, air quality protection, auditory quality protection, energy production).
B. Conserve open space as necessary to protect public safety (natural drainage channels, flood

plains, fire hazard areas, airport clear zones and areas subject to geological hazards including earthquakes, landslides, subsistences, and liquefaction.)

Objectives:
1. Minimize pollution of water supplies by controlling development to assure a minimum adverse effect on reservoirs, lakes, rivers, streams and ground water supplies.
2. Control development in areas having limited ground water supplies to ensure that those water supplies are distributed as equitably as possible.
3. Minimize human exposure to excessive noise by regulating use of land immediately adjacent to airports and other transportation facilities.
4. Regulate development within aircraft approach zones to minimize danger from aircraft accidents.
5. Control development on steep hillside slopes to minimize slide damages, erosion, silting and fire hazard.
6. Minimize loss of life and property by regulating use of areas subject to flooding, landslides, high fire hazards, and high earthquake potential.

GOAL TWO: Preserve open space necessary to conserve natural resources and life processes.

Policies:
A. Discourage development in areas that are ecologically important to native flora and fauna, unique in geological features and amenities to man's environment.
B. Encourage uses of those areas that are stable enough to support urban development, thereby protecting areas of agricultural and conservational importance from urban development.

Objectives:
1. Conserve marine resources and habitats.
2. Conserve land and water wildlife habitats.
3. Conserve unique geological formations and natural features.
4. Conserve areas where earthmoving would result in siltration of streams or lagoons.
5. Conserve lands subject to mineral exploration by permitting extraction of resources subject only to conditions whereby the site will be converted to other suitable uses upon completion of activities.
6. Conserve agricultural lands with soils, terrain and climate that makes them suitable for growing specialty crops.
7. Conserve lands needed to raise animals that yield essential food products.

8. Conserve vegetation needed to prevent erosion, sedimentation, floods, or drought, or to protect the air or water quality.

GOAL THREE: Preserve open space needed to provide recreational and educational opportunities for the City's present and future population and visitors.

Policies:
A. Maximize multi-purpose uses of public open space, protecting natural sites having scenic, recreational, educational, or ecological value.
B. Create an open space system providing an appropriate balance of facilities suitable for both intense and low-intensity uses, with scenic corridors linking the open space system to a balanced system of community and regional recreation facilities.
C. Arrange for recreational use of military land where such use does not conflict with defense activities. Those areas with scenic, recreational, educational, or ecological value should be considered for availability for public use when and if they become surplus for defense activities.

Objectives:
1. Conserve ecologically unique areas desirable for education or scientific reasons.
2. Conserve present and potential archeological sites.
3. Provide readily accessible recreation facilities close to population centers.
4. Preserve scenic corridors suitable for recreational travel.
5. Encourage the acquisition of historic sites and their immediate environs by public agencies or private organizations interested in our historical and cultural heritage.
6. Preserve or obtain public access to lakes, reservoirs, rivers, and beaches and maximize their use for recreation.

GOAL FOUR: Preserve and create an open space system that will maintain community identity and achieve a sense of natural spaciousness by insuring the preservation of scenic areas of the City.

Policies:
A. Conserve sites of outstanding natural beauty or unique natural character, protecting views of the ocean, beaches, lagoons, canyons, streams, lakes, and hills from inharmonious development.
B. Provide opportunities for living adjacent to or within view of scenic open spaces without having access to these areas by the general public.

Objectives:
1. Maintain community and neighborhood identity by preserving open spaces that serve to distinguish and separate various areas.
2. Encourage design in residential developments to reflect natural processes as well as engineering and economic considerations.
3. Encourage the use of agriculture, particularly tree and open field crops, to provide visually pleasing open space and variety within an urban environment.
4. Preserve open space needed to separate conflicting land uses.

GOAL FIVE: Preserve open space in order to enhance the City's economic base and to avoid unnecessary public costs.

Policies:
A. Encourage urban development patterns which will avoid urban sprawl, minimizing the burden to taxpayers for excessive public services and facilities costs.
B. Discourage scattered development in order to minimize the cost to the taxpayers of acquiring open spaces that are to be saved in the public's interest.
C. Enhance the local economic and tax base by preserving open spaces as an environmental amenity.
D. Use to the fullest extent possible those Federal, State, and Regional assistance programs available for the preservation of natural resources.
E. Encourage and endorse new legislation concerning the preservation of open spaces and natural resources.

Objectives:
1. Conserve open space areas that are economically beneficial to the City in allowing controlled growth.
2. Investigate and solicit State and Federal grants from such agencies as the State Land and Water Commission to implement the Open Space Plan.
3. Coordinate and cooperate with the Comprehensive Planning Organization and Coastal Commission to insure that Oceanside's Open Space Plan is compatible with other such plans.

GOAL SIX: Preserve open space areas that are necessary to allow the greatest opportunities for future urban growth.

Policies:
A. Preserve open space necessary to direct urban growth and allow development of an urban form.
B. Encourage the development of vacant sites within the urban area which are not necessary as open space.

C. Encourage the development of non-open space vacant sites in the urban area before development outside of the urban area.

D. Prevent premature extension of public facilities to undeveloped areas to avoid urban sprawl.

Objectives:

1. Allow the controlled orderly growth of the City into areas where development is desirable.
2. Preserve areas as open space until such time as their need for development will outweigh their importance as open space.
3. Fully develop the urban area before going into non-urban areas with similar land uses.

Implementation Methods

Adoption of an Open Space Plan must include implementation techniques and subsequent development of an implementation "action program" for the City.

The available methods of preserving open space are numerous and diverse, ranging from various degrees of land regulation to several different acquisition methods. The following list is by no means exhaustive; also, not all methods and techniques discussed are being recommended for use in Oceanside. The intent is simply to point out the wide range of alternative approaches to an implementation program.

FEE ACQUISITION

Acquisition is generally looked upon as the only guaranteed method of preserving open space. This is not strictly true; however, if money is available, it certainly is the best method. At any rate, acquisition of full fee is necessary whenever public access is required, such as in parks.

A. Purchase - purchase and holding of land as open space.
   1. Purchase with life estate - outright purchase, but possession does not occur as long as specified members of the seller's family are living and wish to remain on the property.
   2. Lease with option to purchase - lease of entire parcel with option to purchase part of it each year.
   3. Excess Condemnation (or purchase) - purchase of more land than necessary for a specific project with excess retained as open space.
   4. Purchase-leaseback - outright purchase and leasing to original owner or other party with provisions in lease prohibiting development.
   5. Deferred purchase - purchase over a period of time.

B. Gift - land may be received as a bequest or gift
   1. In fee
   2. Gift with life estate (see "Purchase with life estate").

C. Trade or transfer of public land

D. Tax foreclosure

E. Street vacation

F. Urban redevelopment process (Community Redevelopment Law)

G. By dedication, or by the required recreational dedication of cash or land from subdividers.

H. Eminent domain (taking for public purposes)

FUNDING

There are several sources of funds available for open space acquisition purposes. Following is a list of some of the revenue sources available to City government in California.[4]

A. City Sources
   1. General Fund
   2. Subdivision Map Act park dedication fund (Section 11546, Business and Professions Code as amended by Chapter 1388, Statutes 1972). The fund can be used mainly for the establishment of neighborhood parks.
   3. Contractors license tax - these revenues and improvements can be collected at the time building permits are issued (Section 37101.7, Government Code).
   4. Documentary Transfer Tax - these revenues are derived from property transfers (Section 11901 - 11935, Revenue and Taxation Code)
   5. Park User fees - these revenues can be collected at park entrances (Section 50402, Government Code).
   6. Revenue Bonds (Section 54344, Government Code)
   7. City Retirement System Funds (Section 45308.2, Government Code).
   8. Special bonding or taxing districts
      a. Community Redevelopment Law (Section 33391, Health and Safety Code)
      b. Recreation and Park Districts (Section 5780 and 5790, Public Resources Code as amended by Chapter 1110, Statutes 1972).

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4. San Diego Region, California, Comprehensive Planning Organization, Open Space Plan and Implementation Program, (San Diego, Aug., 1973) p. 109.

c. Community Services District Law (Section 61000, Government Code)
d. Municipal Improvement Act of 1913 (Section 10000-10609, Streets and Highways Code)
e. Special Municipal Tax Districts (Section 60000, Government Code)
f. Improvement Districts - all kinds (Section 5150 - 5399, Public Resources Code)
g. Open Space Maintenance Districts (Section 50575, Government Code)

B. County Sources
1. County Service Area Law (Section 25210.1, Government Code)
2. California Resort District Law (Section 10000, Public Resource Code)

C. Regional Sources
1. Regional Parks Districts (Section 5500, Public Resources Code)

D. State Sources
1. "Bicycle Lane Account" in the State Transportation Fund (Chapter 1400, Statutes 1971, and Chapter 1092, Statutes 1972)
2. State Beach, Park, Recreational, and Historical Facilities Bond Act of 1974 - possible future revenue sources if approved by the voters in 1974 (Chapter 912, Statutes 1972)
3. Davis-Grunsky Act (Section 12884.2 and 12930, Water Code). Grants for projects involving the development of new water sources may be made for purposes of wildlife preservation and recreation.
4. Williamson Act subventions (Chapter 1066, Statutes 1972). The County of San Diego receives approximately $30,000 per year.
5. Bagley Conservation Fund. $40 million for state park acquisition over a 3-year period (1971-1974).

E. Federal Sources
1. Revenue Sharing
2. Open Space Land Program (Legacy of Parks), Department of Housing and Urban Development.
3. Land and Water Conservation Fund, Department of Interior

F. Private Sources
1. Nature Conservancy. The largest non-profit organization involved in open space preservation. The Nature Conservancy purchases, receives gifts and obtains options on non-urban oriented natural areas and maintains the land, leases it, donates it or sells it to a public agency. The organization can hold land until a public agency has obtained funds to purchase the open space area.

2. Small Wilderness Areas Preserve (SWAP). This organization is intended to supplement public agency efforts to acquire rare, unique and irreplaceable open space areas. The organization holds the land only until a public agency can take over ownership.
3. Trust for Public Lands. This organization is similar to Nature Conservancy but specializes in urban-oriented open space.
4. Service Clubs
5. Chambers of Commerce
6. Public contributions and fund raising drives.

ACQUISITION OF LESS THAN FEE

The purchase of less than fee interests is normally handled through easements or covenants which permit the acquisition of certain specified rights without acquiring the fee simple title. One drawback with this method is that often the cost of purchasing the interest approaches the cost of the full fee. This method is especially effective for areas that will support an open space use not requiring public access, such as agriculture uses in floodplains.

A. Open Space/conservation easements
B. Development rights and/or easements
C. Public easements to beaches, etc.
D. Slope conservation easements
E. Scenic easements (for highways, park entrances, historic sites and/or areas)
F. Public purchase and resale without certain rights

ZONING ACTIONS

Zoning for Open Space preservation has the greatest potential; yet, at this time, it is probably the most controversial of the available methods. The current trend in California is to recognize the responsibility of government to protect not only public health and safety, but also the general public welfare.

This has been broadly interpreted by the courts to include the preservation and protection of valuable natural systems. Traditionally, open space zoning has sought to prohibit development. Recently, however, it has been accepted that it is not necessary to cease development to meet the goals of an open space program. Zoning to regulate and control urbanization by encouraging Planned Community Developments, Planned Residential Developments, and cluster development will provide open space.

A. Setback requirements
B. Lot size requirements
C. Floodplain zoning
D. Ocean - submerged land (SL) zone
E. Zoning to preserve scenic amenity
   1. Aesthetic zoning (sign control, architectural control)
F. Exclusive agricultural zoning
G. Open Space - "O" zones - parks, open spaces, stream valleys, floodplains, watershed protection areas, cemeteries, golf courses and country clubs, where shown as open space on the General Plan. Other land should be considered for types of zones which restrict development on hillside areas, wetlands, slide areas and earthquake-prone areas.
H. Zoning for large lots
I. Planned Residential Development or Planned Community Developments, with open space requirements (cluster development).

OTHER RESTRICTIONS ON DEVELOPMENT

Often referred to as "Phased Development" this method of preservation is primarily a delaying tactic. One of the functions open space serves is the control of growth to prevent the "leap-frogging" of City services to new development well beyond the fringe of current urbanization. This method of preservation is aimed at accomplishing this.

A. Possible control over developments by the Federal Housing Agency (FHA)
B. Private restrictive covenants
C. Designation of "Open Space" on General Land Use Plan with necessary zoning (A.B. 1301)
D. Denial of public facilities
E. Requirements for Environmental Impact Statements.
F. Subdivision Regulations.

PROPERTY TAX CONCESSIONS

Many owners of valuable open space land in close proximity to urban areas have been pressured into developing their land as a result of high tax rates. Assessing land on the basis of its open space value rather than its potential development or market value is a relatively new concept and one which has not met with overwhelming success. The method usually requires voluntary participation by the landowner and preservation is limited in time by a contact.

A. By contract
B. The California Land Conservation Act of 1968 (Williamson Act) allows valuation of farms at present use value.
C. California constitutional amendment providing tax exemptions for non-profit golf clubs (valuation for recreational use). In order to qualify for such exemptions, golf courses must be 10+ acres - non-profit.
D. Reduced tax assessment when the public has acquired development rights or other easements.

Designation of Open Space in Oceanside

In developing an approach to the final Open Space Plan, the State recommends an inventory and analysis of present and future urbanization, open space, and environmental data of the area. One of the most accepted methods of open space planning involves just such an inventory and analysis; the final selection of the open space areas is then determined by the natural attributes of the land and the function it is serving.

To aid in understanding this method, the process has been presented in the following five steps. Steps one, two, and three are technical in nature and are the responsibility of the Planning Department. Based on their studies, Staff then recommends the areas to be designated and the method of preservation. The City Council then must make the actual designations of open space and adopt the implementation program - steps four and five.

The selection of land to be designated "open space" and the data on which this selection is based (Steps 1-4) are presented on the following pages. Step Five, the implementation program, is discussed in the final chapter of this report.

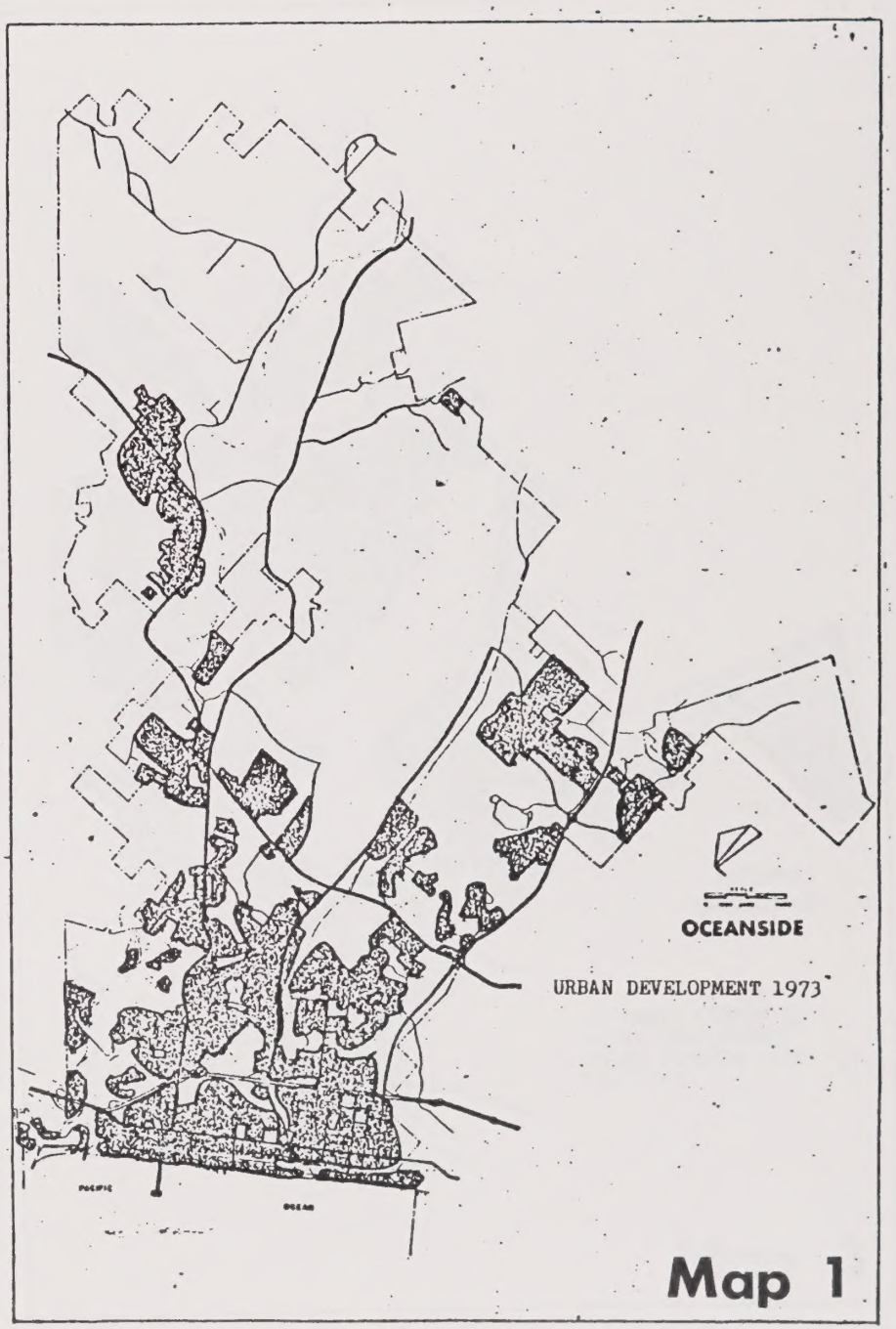
FIVE STEPS TO THE PRESERVATION OF PERMANENT OPEN SPACE

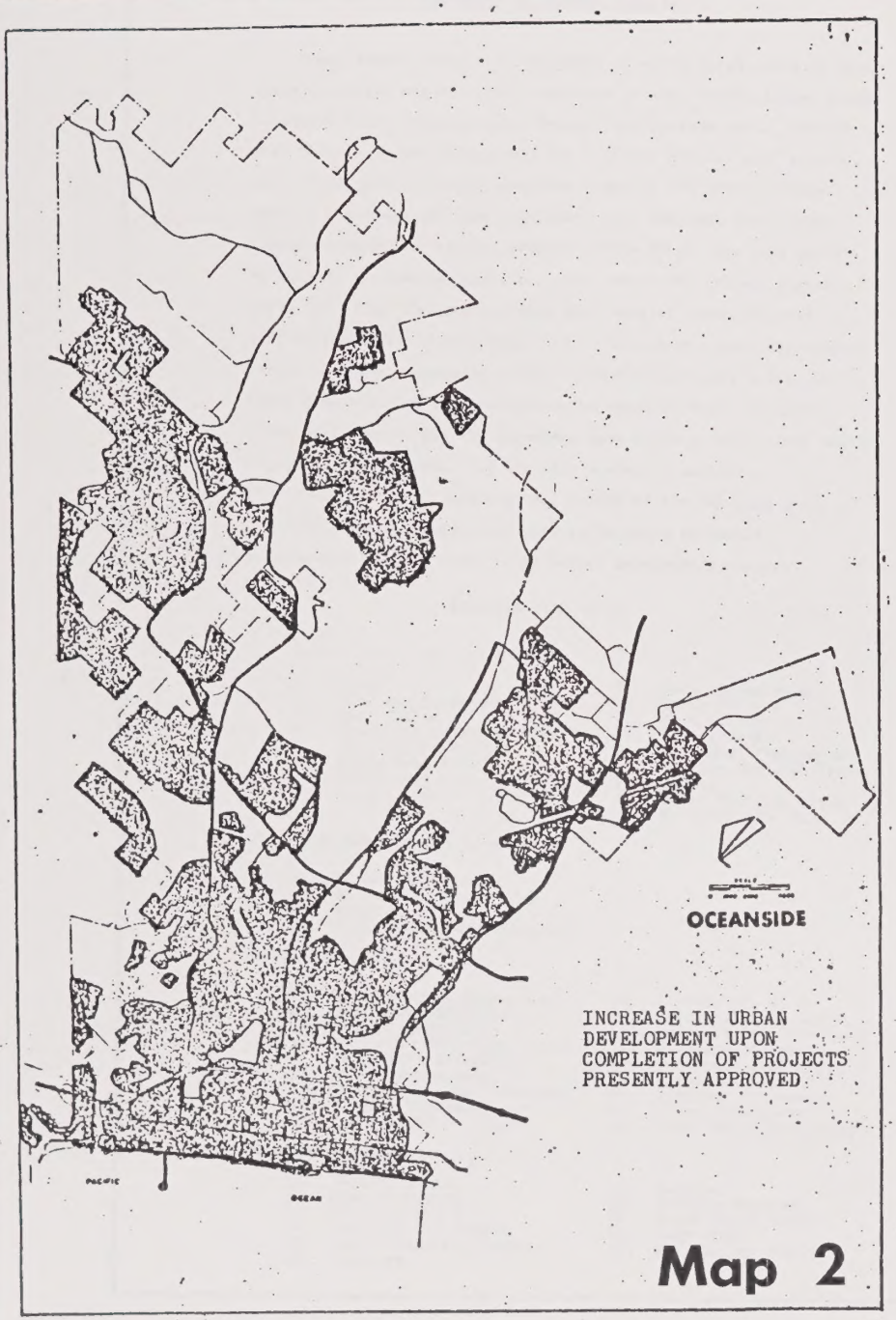
1. Identification of Vacant Land - all land not presently urbanized is "vacant." As a practical measure, all vacant land where urban development is approved should be considered urbanized.
2. Identification of Vacant Land Capabilities - which land contains the natural elements of open space; which land is suitable for development.

3. Identification of Vacant Land Functions - based on capability which land is serving as open space and which land is pending development. Which land will be needed to serve an open space function based on the current general land use plan.
4. Designation of Open Space Lands - Those lands capable of functioning as open space which will be needed as open space lands in the future should be designated "permanent open space land."
5. Preservation of Open Space Lands - Legal action, including acquisition, zoning, or contractual agreements must be taken to ensure preservation of those lands designated "permanent open space land."

PRESENT AND FUTURE URBAN DEVELOPMENT

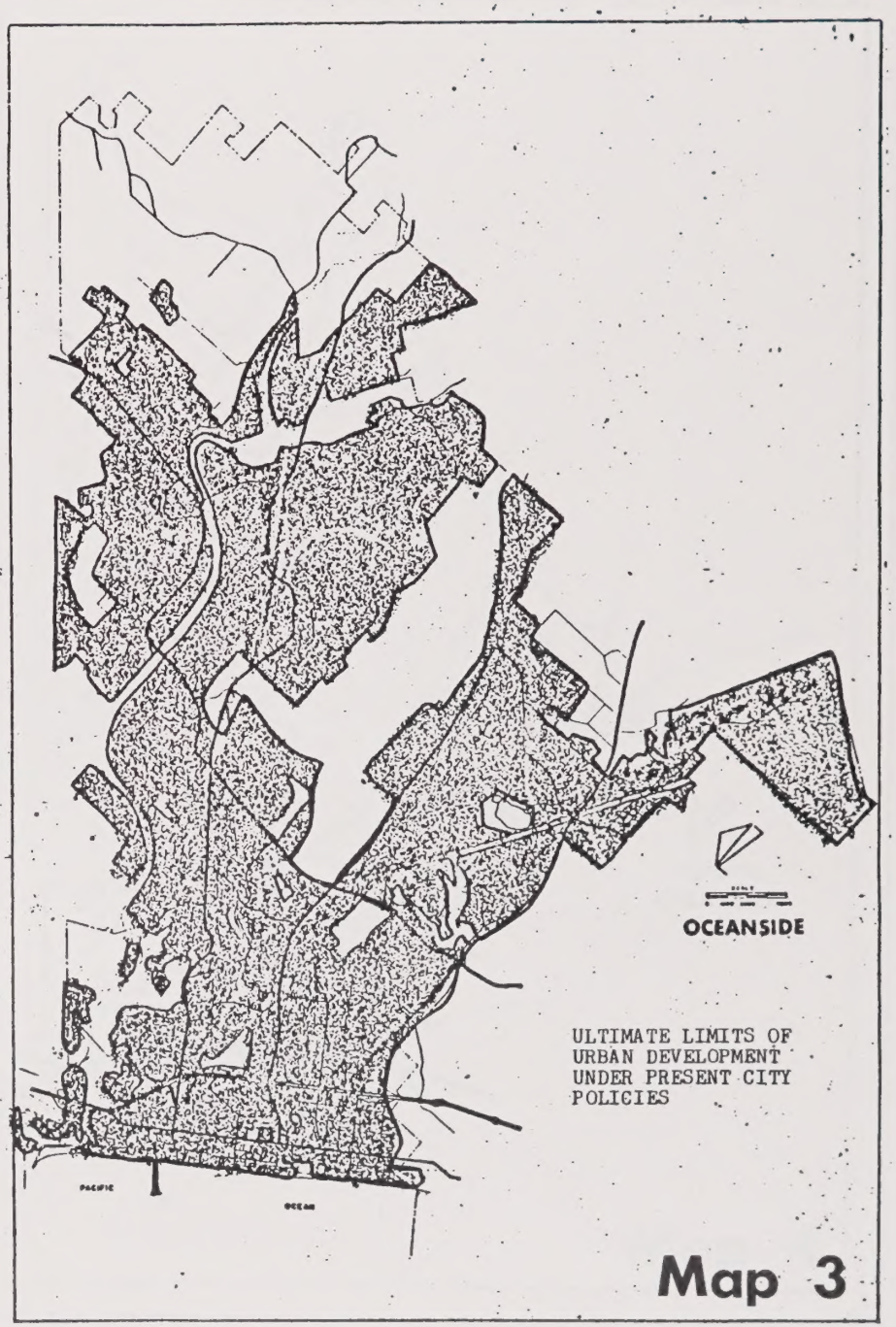
The map to the left indicates the extent of present urban development in Oceanside. Obviously, there is a great deal of land which could be considered potential open space. As the maps on the following page show, however, much of this land is already approved for development, and under present City policies, the urbanization will continue. Figure 2 shows how development will increase with a limited amount of growth in appropriately zoned areas and completion of those major projects which currently have received City approval. Figure 3 shows the ultimate extent of development based on the City's present zoning and general land use plan.





INCREASE IN URBAN DEVELOPMENT UPON COMPLETION OF PROJECTS PRESENTLY APPROVED

Map 2



ULTIMATE LIMITS OF URBAN DEVELOPMENT UNDER PRESENT CITY POLICIES

Map 3

INVENTORY OF PRESENT OPEN SPACE

This figure presents an inventory of areas which serve as open space and which are currently dedicated or restricted in some manner to ensure their preservation. These areas include parks, schools with their adjacent playgrounds and athletic fields, golf courses, cemeteries, churches with extensive grounds, and visual elements such as the ocean and Camp Pendleton. For the most part, these areas are in the developed portions of the City. Two very notable exceptions are the new municipal golf course and Guajome Regional Park. It is to the City's credit that both of these projects will be preserved as open space before intensive urban development occurs in their respective areas. Although certainly a step in the right direction, it is debatable as to whether these two areas alone will provide all the necessary open space in what could become highly developed areas. If the City wishes to maintain the rural-residential quality that exists in the outlying areas of Oceanside, further steps will have to be taken to ensure preservation of open space lands before development occurs.

EXISTING OPEN SPACE

I. Public Owned Recreation Areas

1. Beach
2. Pool and Playground
3. Ball fields
4. Oceanside Community Park
5. Joe Balderrama Park
6. Buddy Todd Park
7. Capistrano Park
8. Rotary Park
9. John Landes Park
10. Libby Lake
11. Golf Course
12. Valley Park
13. Fire Mtn. Playground
14. Guajome Regional Park
15. Harbor
16. Water Recharge Areas
17. N. River Road Park

II. Other Recreational Areas.

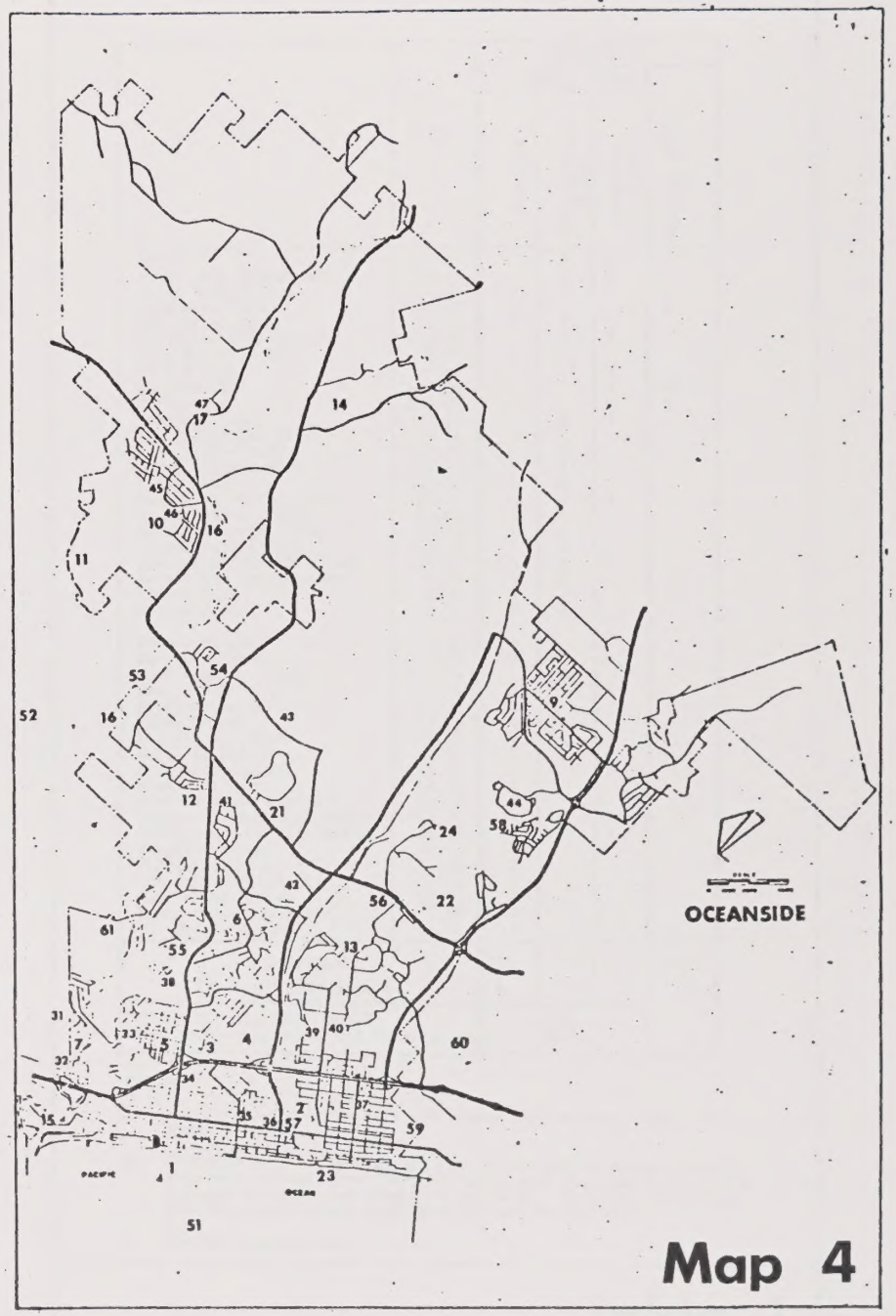
21. Oceana Golf Course
22. El Camino Country Club
23. Beach
24. Henie Hills Recreation Area

III. Schools

31. North Terrace Elementary
32. San Rafael Elementary
33. Laurel Elementary
34. Oceanside West High School
35. St. Mary's Elementary
36. Ditmar Elementary
37. South Oceanside Elementary
38. Mission Elementary and Jefferson Jr. Highs
39. Lincoln Jr. H. S.
40. Palmquist Elementary
41. San Luis Rey Elementary
42. Garrison Elementary
43. Oceanside East High
44. MiraCosta College
45. Pacifica Elementary
46. Libby Elementary
47. Libby Annex Elementary

IV. Visual Open Space

51. Pacific Ocean
52. Camp Pendleton
53. San Luis Rey River
54. San Luis Rey Mission
55. Rosicrucian Fellowship
56. Cemetery
57. Cemetery
58. Utility Easement
59. Buena Vista Lagoon
60. Hosp Grove
61. St. Charles Priory



RECREATION AREAS

On the following page are the park and recreation standards adopted by the City of Oceanside in 1972. These standards attempt to distinguish between various sizes and functions of parks and the geographic areas they will serve. To determine how well the City is meeting these standards, it was necessary to identify all the recreation areas in the City (public and privately owned) by function and compute the total acreage serving each function. As seen on the table opposite, by City standards, the total area exceeds the minimum adopted recreational standards as defined in the Interim Open Space Report adopted in October, 1973.

The County of San Diego and the Comprehensive Planning Organization recommend 15 acres of local parkland and 15 acres of regional parkland for every 1000 people. Almost all regional parks in San Diego County are within the recommended one-hour driving time of Oceanside; therefore, there should be no shortage of regional parks available for City residents for at least the next 20 years, based on these standards. Oceanside is fortunate to have one of these regional parks within the City and one proposed regional park (Calaveras) directly adjacent; and as these parks develop, they will be serving more and more as community parks for City residents. These parks plus the park dedication of 5 acres per 1000 people required by the City Subdivision Ordinance will satisfy the need for local recreation areas based on city, county, and CPO standards.

NAME	ACRES	FUNCTIONS: LOCAL AREAS: Playlots	Neighborhood Parks	Community Parks	FUNCTIONS: Regional Parks 2
Beach	145.00		X	X	X
Benet Hill Campground	65.88			X	
Buddy Todd Park	16.54	X	X		
Calaveras Park	[3]600.00				X
Capistrano Park	11.25	X	X		
El Camino Golf Course	119.70		X	X	
Fire Mountain Park	5.66	X	X		
Firing Range	6.00			X	
Guajome Park	[1]401.00			X	557.0[1]
Harbor	100.00			X	X
Heritage Park	22.50		X	X	
Joe Balderrama Park	3.16	X			
John Landes Park	10.95	X	X		
Lagos Grandes Park	20.00	X	X		
Libby Lake	15.18	X	X		
Municipal Golf Course	157.00		X	X	
Murray Mission Park	10.00	X	X		
North River Road Park	16.50	X	X		
Oceana Golf Course	32.15		X	X	
Oceanside Community Park	59.00	X	X	X	
Rancho San Geronimo Park	4.00	X	X		
Rotary Park	1.00	X			
Valley Park	13.17	X	X		
Ditmar School	6.36	X			
Garrison School	9.39	X			
Jefferson Jr. High	35.14		X		
Laurel School	13.40	X			
Libby Annex School	11.00	X			
Libby School	11.09	X			
Lincoln Jr. High	23.75		X		
Marshall School	3.50	X			
MiraCosta College	121.50			X	
Mission School	12.88	X			
North Terrace School	13.07	X			
Oceanside East High School	42.70		X	X	
Oceanside West High School	24.00		X	X	
Pacifica School	10.00	X			
Palmquist School	12.14	X			
San Luis Rey School	10.86	X			
San Rafael School	10.73	X			
South Oceanside School	8.92	X			
St. Mary's School	3.88	X			
TOTAL ACRES		323	784	1295	1402
Acres per 1000 people		6	14.5	24	26
TOTAL ACRES ALL LOCAL AREAS		1620			
Acres /1000 people for all local areas		30			

NOTES:

1. 401 acres of Guajome Park are within City limits. Total Park acreage is 557.
2. Includes only those regional facilities within or immediately adjacent to Oceanside, theoretically, any regional park within 1 hours driving time should be inlcuded. However, that would include nearly every large park in San Diego County.
3. Acreage approximate.

Table 1

ADOPTED RECREATION STANDARDS FOR CITY OF OCEANSIDE

Classification	Acres/ 1000 people	Size Range	Population Served	Service Radius
Playlots and vest pocket parks	0-5	2,500 sq. ft. to 5 acres	500-2500	Sub-neighborhood
Neighborhood Parks	2-10	Min. 5 acres Optimum 10-30 acres without school. 5-25 acres with school. No maximum size	2000-5000 optimum 10,000 maximum	1/4-3/9 mi. optimum 1 mi. maximum in rural areas
Community Parks	2-10	Optimum 20-100 acres. No maximum size	5000 minimum 10,000-25,000 optimum 50,000 maximum	1/2 - 3 miles
Regional Parks	15-18	200+ acres	Entire County	Within 1 hour driving time
Special Areas and Facilities	(Not Applicable)	Includes parkways, beaches, green belts and trails, plazas, historical sites, floodplains, downtown malls, and small parks, tree lawns, etc. No standard is applicable, except to the extent that a special facility or area performs part of the function of a local park, may be considered a local facility and be counted toward meeting the local park standard.		

Table 2

AGRICULTURAL LAND

This map identifies that land outside the urbanized area of Oceanside which has soil highly suitable for agriculture. It also indicates the areas that are presently under cultivation.

The agriculture industry in Oceanside is valued at approximately $12 million annually. This accounts for approximately 10 percent of San Diego County's agricultural output.[5] Major crops include avocados, tomatoes, citrus and nursery stock.

There are two primary areas of present agricultural production in the City. One is generally north of Mission Ave. and east of Vandegrift Blvd. Avocados are the primary crop here and production contributes to the North County output of over 90 percent of all avocados in California. The second area is the Rancho del Oro property between Mission Ave. and Oceanside Blvd. Originally planned for subdivision and housing development, planting began in 1967 and is now expected to continue for the forseeable future. The ranch contains the largest lime grove in California, more than 10 percent of the State's total lime plantings, plus significant numbers of lemons, oranges, tangelos and avocados. In all, there are over 41,500 trees on the 2200 acres. The owners of the ranch are also working with the University of California at Riverside' Extension Service on a biological pest control project.[6]

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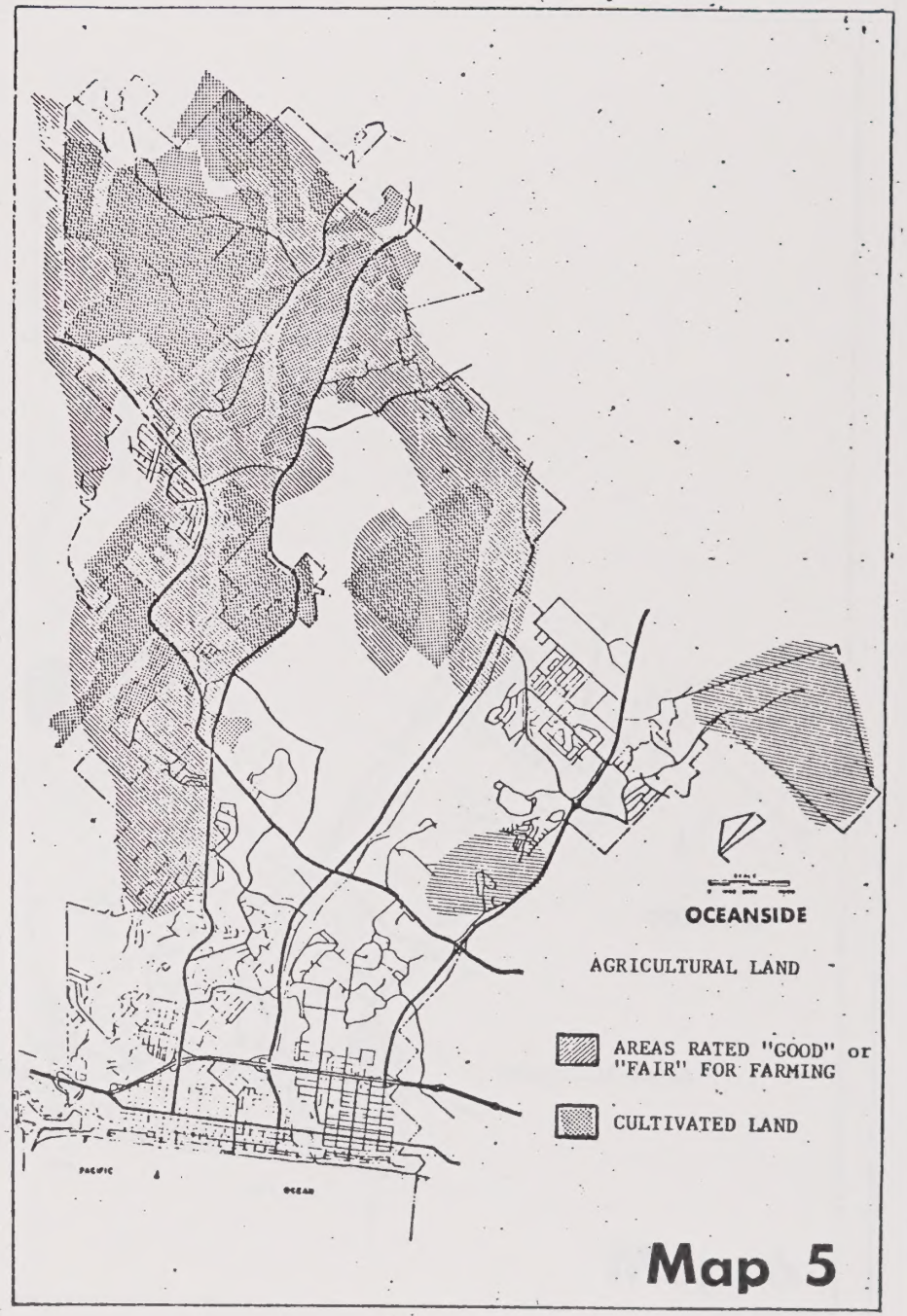
5. City of Oceanside, California, Planning Department, Environmental Statement, (Oceanside, Aug., 1972), p. 19.
6. Larry Freeman, Huge Lime Groves Latest Rancho del Oro Addition, San Diego Union, August 12, 1973.



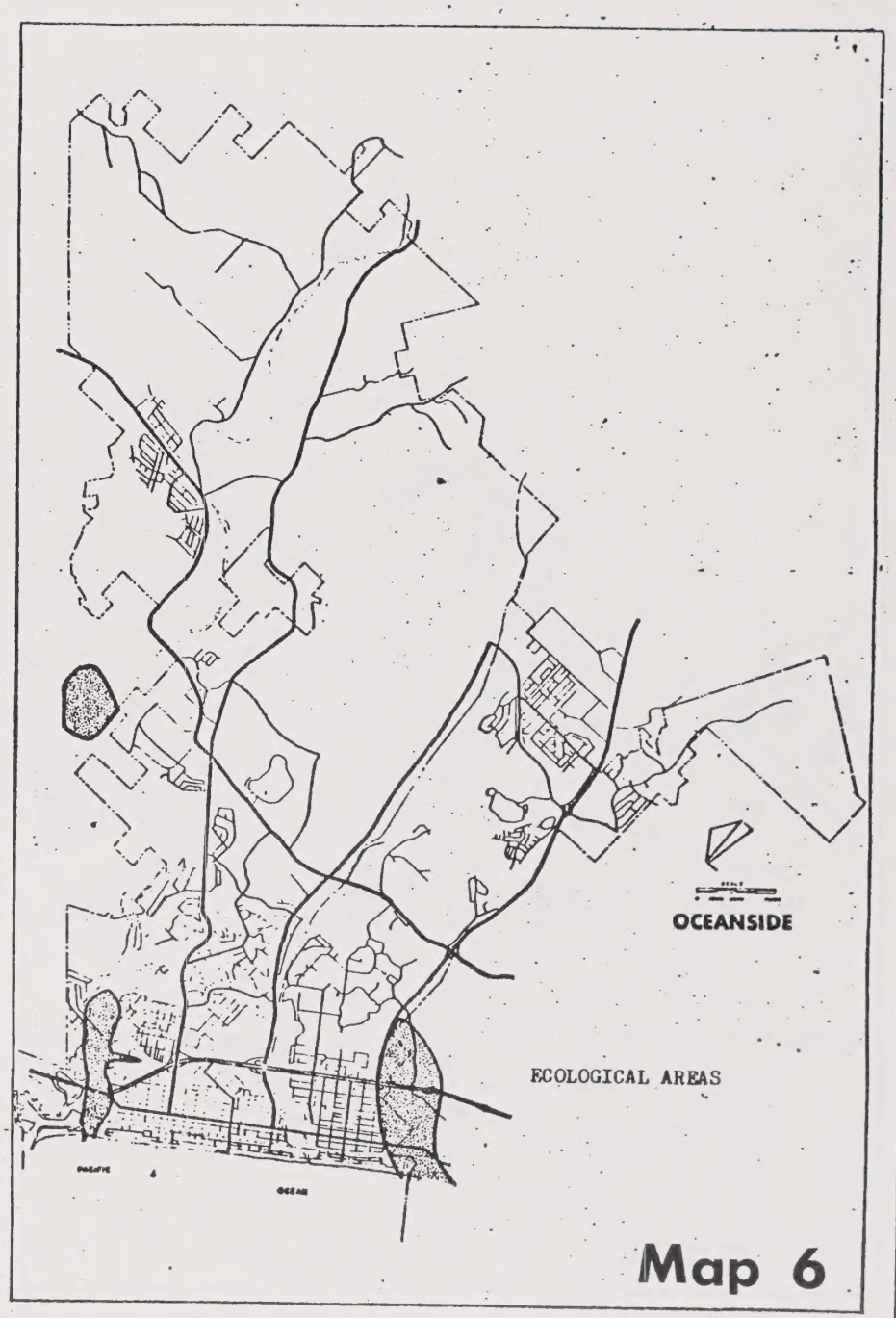
ECOLOGICAL AREAS

There are three primary areas in Oceanside which contain significant natural resource and ecological factors.

Whelan Lake - At present this area houses a very unique ecosystem consisting of such wildlife as deer, bobcats, coyotes, racoons, and badgers along with such raptorial birds as the white-tailed kite and golden eagle. A variety of shore birds, songbirds, and water fowl are also permanent inhabitants of the area. These birds and animals receive considerable attention from a large segment of the public, and the owner of a large portion of this land has expressed an interest in dedicating a portion as a wildlife preserve. At the grace of the owner, Whelan Lake has become a seasonal sanctuary for Canadian geese. The owner of the land has been feeding the birds during their winter stay and has successfully diverted the yearly migrations of a large number of these birds from Mexico or the Salton Sea.

Buena Vista Lagoon - The lagoon is one of the few remaining fresh water lagoons left on the Southern California coast. The approximately 200 acres, most of which is in the City of Carlsbad, is a stopover for thousands of birds and waterfowl migrating on the Pacific flyway. In addition, over 50 species of plants have been identified here as well as geologic and fossil remains from Pleistocene times. There is a great deal of interest in establishing the lagoon as a State Park.

Mouth of the San Luis Rey River - This area has been identified as a major natural resource area of regional significance by the San Diego Comprehensive Planning Organization. It includes the mouth of the river and its terminal closed fresh water lagoon of about 10 acres and a marsh area within the river bed proper. The lagoon supports a moderate population of fresh water game fish including largemouth bass, bluefill sunfish and mosquitofish. Freshwater crayfish are abundant and are an important food source for fish and birds. Over 55 species of birds have been recorded, 10 of which nest in the area. The plant life varies from brackish marsh species such as salt grass, pickleweed, and brass buttons to abundant species in the lagoon which are an important food source for waterfowl. In all, 15 important plant association groups have been identified.



PUBLIC SAFETY LANDS

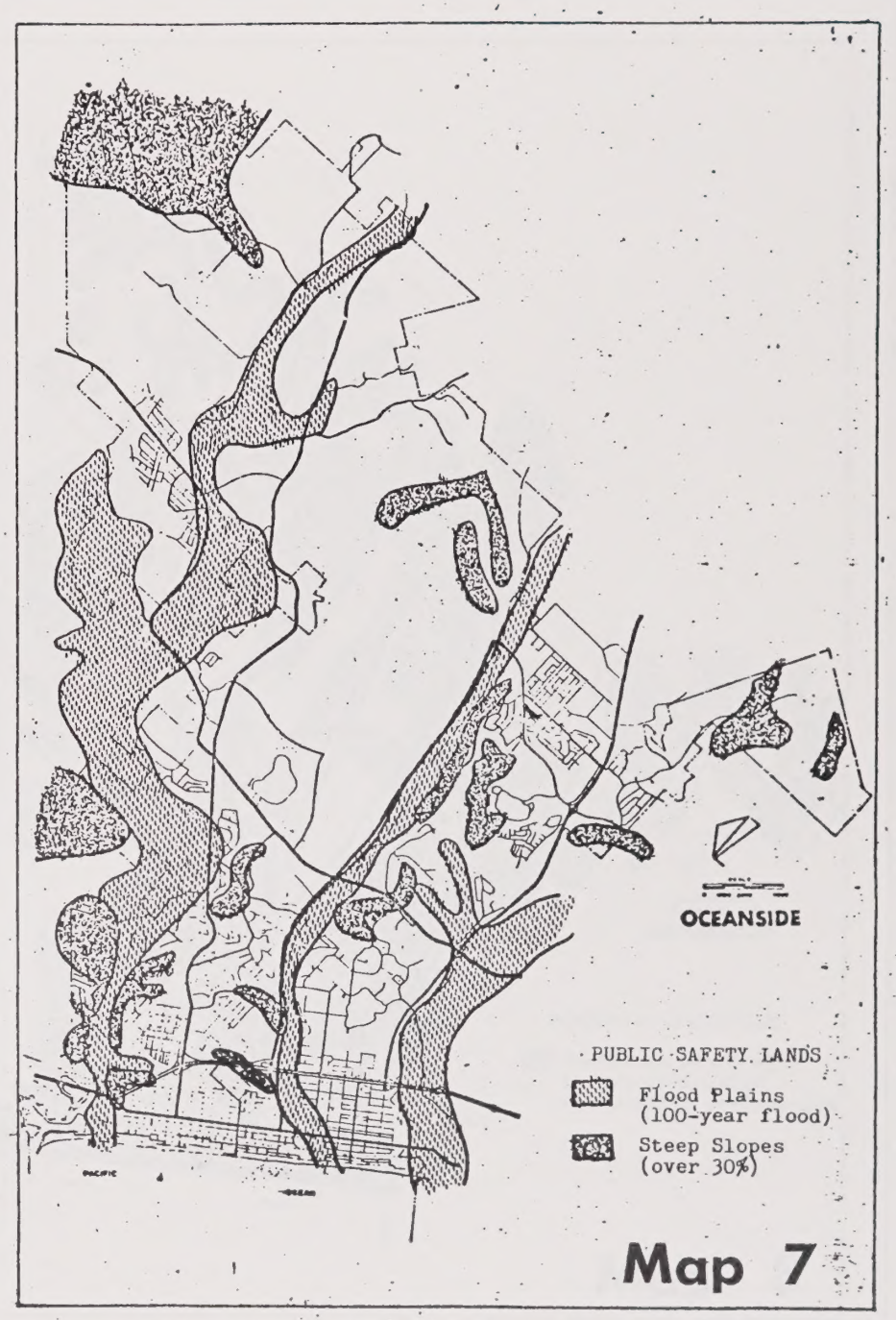
Floodplains - Oceanside contains parts of one major and two minor floodplains. The data on which these are based is several years old, and they should be redefined by the Army Corps of Engineers. The City has already taken such action on the San Luis Rey Floodplain.

San Luis Rey - A major regional floodplain covering a great deal of the northwest section of the City. Traditionally most of the land in the floodplain has been used for agriculture; the soils are extremely well suited for this use. In recent years, however, a great deal of subdivision activity has been occurring concurrently with the river's channelization. The City has adopted an "F" overlay zone on the 600-foot channel prohibiting development there; however, building still occurs right up to this channel. In November, 1973, the City authorized the Army Engineers to redefine the 100-year floodplain and adopted a six-month moratorium on all development within 1000 feet either side of the channel centerline. Pending definition of an exact flood-encroachment area, strict controls on development and continued channelization would probably be in the best interests of the City.

Loma Alta Creek - a narrow, minor floodplain extending through the center of the City along Oceanside Blvd. Channelization and flood control measures have been constructed throughout the western portion and the area is almost 100 percent developed. The extension of Oceanside Blvd. to College Blvd. significantly narrowed the floodplain along the eastern portion of the creek. Location of the Crystal Silica plant and the AT&SF railroad here indicate a prime location for industrial development.

Buena Vista Creek - the floodplain here is primarily outside the south boundary of the City. There is no significant development except parts of roads within the floodplain in the City. The only large area of the floodplain within the City is occupied by the El Camino Golf Course.

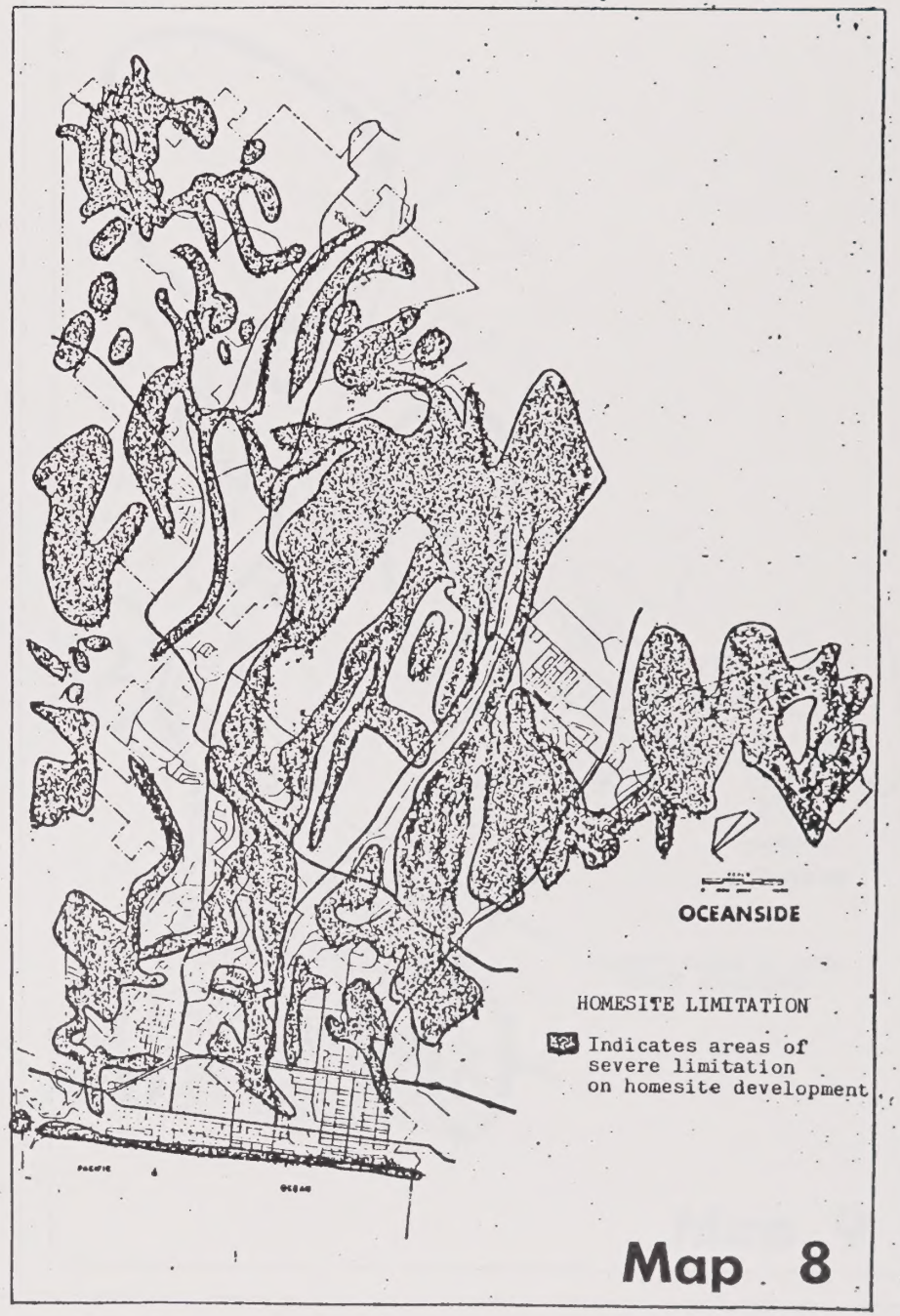
Steep Slopes - The really significant areas of steep slopes (30 percent plus) in Oceanside occur in relatively undeveloped areas. If development controls are adopted soon, their preservation should be ensured. Two notable exceptions are near the Foussat Road - Mesa Drive intersection and near the Interstate 5 - Oceanside Blvd. interchange. Both these areas are under intense pressure to develop, primarily in high residential use. Both of these sites, particularly the one near the freeway, provide much needed visual relief in highly congested areas.



CRITERIA FOR DEVELOPMENT

The suitability of land for homesite development depends on a number of natural criteria including slope, drainage, erosion hazard, shrink-swell behavior and rockiness. The extent to which these factors exist in an adverse manner determines the difficulty that will be encountered in developing a site. Each of these factors can be overcome by good design and engineering and sound construction practices. However, when they exist in combination and in their most adverse form, the costs of designing and construction to overcome them be prohibitive. In many cases, such severe limitations will increase the cost to the City for installation of urban services.

Those areas shown on this map have been rated as possessing severe limitations to homesite development. The rating system used is slightly complicated and is explained fully in Appendix B. Briefly, after evaluation of all the factors involved, these areas have been determined to possess limitations which can only be overcome by superior design, engineering, and construction practices, thereby greatly increasing the costs of development.

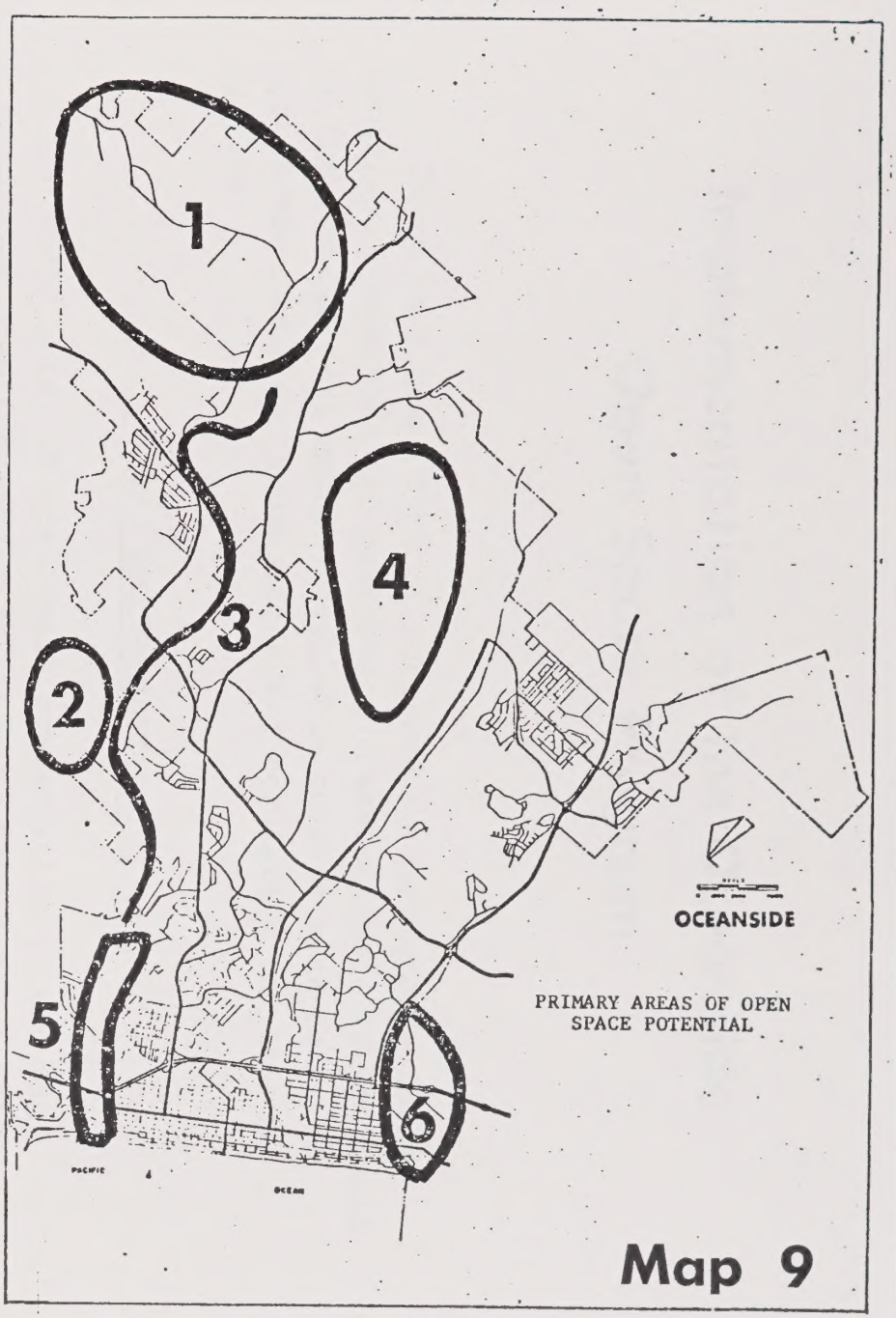


PRIMARY AREAS OF OPEN SPACE POTENTIAL

Map No.	Name	Remarks
1	Morro Hills Agriculture Area	Intensive cultivation on good agricultural land. Presently zoned for agriculture and beyond the limits of urban development.
2	Whelan Lake	Within the San Luis Rey Floodplain and identified as a wildlife refuge and seasonal sanctuary for Canadian Geese.
3	San Luis Rey Floodplain	Preservation vs. Flood Control is a hot issue. The channel itself would be a vital open space link between the highly developed and outlying sections of the City. Excellent opportunity for developing community and neighborhood park in flood plain.
4	Rancho del Oro and Ivy Ranch	Two largest agricultural areas remaining within scope of urban development. Upon completion of circulation element of general plan, pressure to develop will be enormous. Rancho del Oro intensely cultivated in citrus. Preservation as Open Space essential to maintaining present rural quality of the area.
5	Mouth of the San Luis Rey River	Flood plain bounded by steep slopes. Identified as Natural Resource area by CPO. Good opportunity for preservation as Rec-Tourist oriented wilderness area.
6	Buena Vista Lagoon	Identified as unique wildlife area of regional significance. Land between Route 78 and lagoon offers opportunity for park development.

In addition, all areas now dedicated to open space use as indicated in the "Inventory of Present Open Space" are recommended to be continued as open space use.

Also, all areas indicated as having slopes over 30 percent and all areas indicated as possessing severe limitations to homesite development should be considered for some type of open space consideration for public health and safety reasons.



Implementation of the Oceanside Open Space Program

There is a great deal of controversy surrounding implementation procedures for open space preservation. As mentioned in Chapter III, the methods available cover a wide range of approaches involving acquisition and regulation to various degrees.

CPO RECOMMENDATIONS

In their study of open space preservation of the San Diego Region, the Comprehensive Planning Organization (CPO) endorses two main concepts of implementation:

1. "Phased" development
2. Regulation instead of Acquisition

Because of the limited implementation powers of CPO, it necessarily states that these two concepts must be vigorously pursued by local government.

> Local government must initiate much of the needed action to realize this [phased] manner of growth. . . . Greater commitment and more aggressive action by local governments in the area of open space implementation is called for.[7]

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7. San Diego Region, California, Comprehensive Planning Organization, Open Space Plan and Implementation Program, (San Diego, Aug., 1973), Implementation Map Supplement.

They feel that existing state legislation is "basically adequate" to enable local jurisdictions to implement their open space plans successfully; however, local government "may have to fight some court cases."[8]

Phased growth is defined as being dependent upon the orderly extension of sewer, water, and transportation facilities. It is felt by the CPO that local governments should take a firm stand in denying growth in those areas not presently serviced by urban amenities and that specified timed limits of growth should be established and strictly adhered to. A policy of this type would involve preparation of a detailed capital improvements plan stating exactly which areas of the City would be serviced by particular dates. Development beyond these areas could then be legally curtailed allowing time to plan and purchase or regulate open space in the area. This is not an endorsement of limited development, but rather an approach to planned development which would not outstrip the City's ability to provide the necessary services.

Regulation of Open Space, primarily by zoning, is endorsed by the CPO as being a less expensive and, therefore, more realistic approach than outright acquisition. Acquisition is still mandatory where public access to the land is necessary, such as with parks.

Open Space Zoning is the recommended method for preserving floodplains and steep hillsides, along with adoption of a Grading Ordinance. In addition, development of a Natural Resource Overlay Zone would be necessary to limit development in wooded and wetland areas by requiring an Environmental Impact Statement on irreparable damage to defined natural

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8. Ibid. Implementation Map Supplement

resources. The CPO feels that liberal interpretation of Zoning restrictions by California courts would allow these regulations to succeed. They do caution, however, that such zoning ordinances must be fairly written, uniformly applied, and be primarily used to preserve areas of existing public benefit rather than create new areas. Open Space Zoning is not an enforceable restriction, such as an easement is, and although some tax benefits might accrue to the owner, these benefits would not be as great as might occur through a specific use contract with the City.

The question of agricultural land preservation receives repeated emphasis throughout the CPO report. In defense of preservation of agricultural land, the CPO cites the usual open space and psychological reasons. The only admittedly sound economical argument put forth is that "agriculture is the only land use that pays its own way in relation to the costs and benefits accruing to local government."[9] In other words, the raise in the tax base caused by development is less than the cost to the City of providing the area with the necessary services. This argument further reinforces the CPO position in favor of specific capital improvement plans and phased development. They advocate preservation of agriculture land primarily by zoning and reduced assessment (Williamson Act) to create agricultural preserves.

RECOMMENDED OCEANSIDE POLICIES

In keeping with the policies recommended by the CPO, the City of Oceanside should also pursue the concepts of "phased" development and regulation of open space areas. To accomplish this, it is further recommended that the City use to the fullest extent those regulation tools already at their disposal

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9. Ibid. p. 33

and that new legislation specifically for open space preservation be kept to a minimum.

It is recommended that present City policies such as Planned Residential Development (PRD) and Planned Community Development (PCD) zoning, cluster development, agriculture and large lot (Low density) zoning, the park dedication ordinance, subdivision plan review and specific plan development continue to be used as much as possible. In addition, specific policies for particular types of Open Space preservation should be adopted at this time.

OPEN SPACE ZONE

An Open Space zoning ordinance is mandated by State Law. Development and application of an "O" Zone will allow the City to better define and preserve existing open space; therefore, adoption of such a zone is recommended and a sample ordinance is included in Appendix C.

PHASED DEVELOPMENT

To realize "phased" development, it is recommended that the City adopt the following policy:

The extension of City services such as sewers and major street construction shall be limited in present agricultural areas, particularly the Morro Hills region. Unlike the Ivy/Rancho del Oro area, Morro Hills is not presently in a sewer district and is not expected to be under great pressure to develop in the near future. An extension of a sewer trunk line along the edge of the region through outlying areas may be allowed provided the line does not permit any distribution. Capital Improvement Programs in these areas shall reflect and enforce this policy.

LIMITED DEVELOPMENT OF FLOODPLAINS

To ensure preservation of Open Space in the interests of public health, safety and welfare, the City has recognized the undesirability of developing in a floodplain and has taken action to define a Flood Encroachment Line along the San Luis Rey River.

DEVELOPMENT OF STEEP SLOPES

The undesirability of development on excessively steep slopes is recognized. It is recommended that the Grading Ordiance be amended to prohibit excessive grading on steep slopes which pose

severe limitations to development.

For ease in application, the designated open space areas have been divided into four categories. The specific policies to be employed by the City in preservation of each of these categories is delineated.

OCEANSIDE IMPLEMENTATION PROGRAM

Category I: Recreational and Institutional Areas

Policies:
1. Development and adoption of "O" - open space zone (see Appendix C) to be applied to all existing recreational and institutional areas of an open space nature.

Category II: Natural Resource Areas

Sub-category A - Agriculture

Policies:
1. Limited extension of City services (sewers, etc.)
2. Encouragement of voluntary participation of property owners in Williamson Act contracts.
3. Application of General, Suburban, and Dairy Agriculture Zones (A20,A5, A2½)
4. Application of Residential-Agriculture (R-A) zone with minimum lot size of 1 acre.

Sub-category B - Ecological Areas

Policies:
1. Development and adoption of specific plans for all designated ecological areas.

Category III: Public Safety Areas

Sub-category A - Steep Slopes (over 30%)

Policies:
1. Refinement of grading ordinance to prohibit excessive grading on steep slopes.
2. Application of Planned Community Development (PCD) - Planned Residential Development (PRD) zones with encouragement to retain open space in high slope areas.
3. Application of General, Suburban, and Dairy Agriculture Zones (A20,A5,A2½)
4. Application of Residential-Agricultural (R-A) and Residential (R-1) zones with one acre lots.

Sub-category B - Floodplains

Policies:
1. Application of "F" overlay zone on Flood Channel.
2. Establishment of a Flood Encroachment Line by the Army Corps of Engineers to define limits of development.
3. Application of General, Suburban, and Dairy agriculture zoning (A20,A5,A2½)
4. Application of Planned Community Development (PCD) - Planned Residential Development (PRD) zone with encouragement to dedicate land in flood encroachment areas as open space.

Sub-category C - Areas possessing severe limitations to development.

Policies:
1. Application of Planned Community Development (PCD) - Planned Residential Development (PRD) zone encouraging cluster development.
2. Application of Residential - Agricultural (R-A) and Residential (R-1) zones with minimum lot size of 1 acre.
3. Application of General, Suburban, and Dairy Agricultural Zoning (A20,A5,A2½)

Category IV: Visual Open Space

Policies:
1. Encourage those governing bodies concerned to preserve areas under their jurisdiction which provide significant visual open space to Oceanside residents.

This open space program for Oceanside is further delineated on a map which is included with this report. When adopted, this map, supplemented by the comments in this report, will constitute the Open Space Element to the General Plan for the City of Oceanside.

Appendix A

ARTICLE 10.5. OPEN-SPACE LANDS [NEW]

Sec.

65560. Definitions.
65561. Legislative finding and declaration.
65562. Intent of legislature.
65563. Local open-space plan; interim plan, contents.
65564. Action program.
65565. Blank.
65566. Consistency of action with local plan.
65567. Consistency of proposed construction, subdivision or ordinance with local plan.
65568. Partial invalidity.
65569. Blank.
65570. Inventory of prime agricultural land resources; contents; rules and regulations [New].

Article 10.5 added by Stats.1970, c. 1590, p. 3315, § 15.

Library references
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Open space—what is it? Final report of Joint Committee on Open Space Lands, p. 51, 1970. Vol. 1 of Appendix to Journal of the Senate, Reg., Sess., 1970.
State open space policy. Final report of Joint Committee on Open Space Lands, pp. 12, 18, 1970. Vol. 1 of Appendix to Journal of the Senate, Reg.Sess., 1970.

§ 65560. Definitions

(a) "Local open-space plan" is the open-space element of a county or city general plan adopted by the board or council, either as the local open-space plan or as the interim local open-space plan adopted pursuant to Section 65563.

(b) "Open-space land" is any parcel or area of land or water which is essentially unimproved and devoted to an open-space use as defined in this section, and which is designated on a local, regional or state open-space plan as any of the following:

(1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

(2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

(3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

(4) Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

(Added by Stats.1972, c. 251, p. —, § 2, urgency, eff. June 30, 1972.

Former section 65560, added by Stats. 1970, c. 1590, p. 3315, § 15, defining terms relating to use of open-space lands, was repealed by Stats.1972, c. 251, p. —, § 1.5.

Derivation: Former section 65560, added by Stats.1970, c. 1590, p. 3315, § 15.

Library references
Health ⇐25.5.

Underline indicates changes or additions by amendment

§ 65561. Legislative finding and declaration

The Legislature finds and declares as follows:

(a) That the preservation of open-space land, as defined in this article, is necessary not only for the maintenance of the economy of the state, but also for the assurance of the continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation and for the use of natural resources.

(b) That discouraging premature and unnecessary conversion of open-space land to urban uses is a matter of public interest and will be of benefit to urban dwellers because it will discourage noncontiguous development patterns which unnecessarily increase the costs of community services to community residents.

(c) That the anticipated increase in the population of the state demands that cities, counties, and the state at the earliest possible date make definite plans for the preservation of valuable open-space land and take positive action to carry out such plans by the adoption and strict administration of laws, ordinances, rules and regulations as authorized by this chapter or by other appropriate methods.

(d) That in order to assure that the interests of all its people are met in the orderly growth and development of the state and the preservation and conservation of its resources, it is necessary to provide for the development by the state, regional agencies, counties and cities, including charter cities, of statewide coordinated plans for the conservation and preservation of open-space lands.

(e) That for these reasons this article is necessary for the promotion of the general welfare and for the protection of the public interest in open-space land.
(Added by Stats.1970, c. 1590, p. 3315, § 15.)

§ 65562. Intent of legislature

It is the intent of the Legislature in enacting this article:

(a) To assure that cities and counties recognize that open-space land is a limited and valuable resource which must be conserved wherever possible.

(b) To assure that every city and county will prepare and carry out open-space plans which, along with state and regional open-space plans, will accomplish the objectives of a comprehensive open-space program.
(Added by Stats.1970, c. 1590, p. 3316, § 15.)

§ 65563. Local open-space plan; interim plan, contents

On or before June 30, 1973, every city and county shall * * * prepare, adopt and submit to the Secretary of the Resources Agency a local open-space plan for the comprehensive and long-range preservation and conservation of open-space land within its jurisdiction. Every city and county shall by August 31, 1972, prepare, adopt and submit to the Secretary of the Resources Agency, an interim open-space plan, which shall be in effect until June 30, 1973, containing but not limited to, the following:

(a) The officially adopted goals and policies which will guide the preparation and implementation of the open-space plan; and

(b) A program for orderly completion and adoption of the open-space plan by June 30, 1973, including a description of the methods by which open-space resources will be inventoried and conservation measures determined.

(Added by Stats.1970, c. 1590, p. 3316, § 15. Amended by Stats.1971, Ex.Sess., c. 1, p. 4891, § 5.4, imd. eff. Dec. 8, 1971; Stats.1971, Ex.Sess., c. 2, p. 5139, § 14, urgency, eff. Dec. 30, 1971; Stats.1972, c. 251, p. —, § 3, urgency, eff. June 30, 1972.)

Open space subvention act, see 14 Cal. Adm.Code 14100 et seq.

Purpose of 1971 Ex.Sess. technical correction act, see note under section 16101.

§ 65564. Action program

Every local open-space plan shall contain an action program consisting of specific programs which the legislative body intends to pursue in implementing its open-space plan.
(Added by Stats.1970, c. 1590, p. 3316, § 15.)

Asterisks * * * indicate deletions by amendment

§ 65565. Blank

§ 65566. Consistency of action with local plan

Any action by a county or city by which open-space land or any interest therein is acquired or disposed of or its use restricted or regulated, whether or not pursuant to this part, must be consistent with the local open-space plan.
(Added by Stats.1970, c. 1590, p. 3316, § 15.)

§ 65567. Consistency of proposed construction, subdivision or ordinance with local plan

No building permit may be issued, no subdivision map approved, and no open-space zoning ordinance adopted, unless the proposed construction, subdivision or ordinance is consistent with the local open-space plan.
(Added by Stats.1970, c. 1590, p. 3316, § 15.)

§ 65568. Partial invalidity

If any provision of this article or the application thereof to any person is held invalid, the remainder of the article and the application of such provision to other persons shall not be affected thereby.
(Added by Stats.1970, c. 1590, p. 3317, § 15.)

§ 65569. Blank

§ 65570. Inventory of prime agricultural land resources; contents; rules and regulations

(a) The State Office of Planning and Research shall prepare an inventory of present and potential prime agricultural land resources in California, together with estimates of the amounts of such land that should be preserved during the following decade in order to carry out the purposes of Section 51220 of this code. Such inventory shall also include, but is not limited to, the various types and uses of prime agricultural land, the identification of critical uses or specific areas of statewide importance, and estimates of the amounts of prime or potentially prime land within each city or county that may require preservation.

(b) The Secretary of the Resources Agency may establish, after notice and hearing, rules and regulations, and require reports from local officials and may employ, borrow, or contract for such staff or other forms of assistance as are reasonably necessary to carry out the provisions of * * * Chapter 3 (commencing with Section 16140) of Part 1 of Division 4 of Title 2 of this code. In carrying out his duties under those sections, it is the intention of the Legislature that the secretary shall consult with the Director of the Department of Agriculture and the Director of the State Office of Planning and Research.
(Added by Stats.1971, Ex.Sess., c. 1, p. 4891, § 5.5, imd. eff. Dec. 8, 1971. Amended by Stats.1971, Ex.Sess., c. 2, p. 5140, § 15, urgency, eff. Dec. 30, 1971; Stats.1972, c. 1066, p. ——, § 16, urgency, eff. Aug. 18, 1970.)

Purpose of 1971 Ex.Sess. technical correction act, see note under section 16101.

ARTICLE 4. OPEN-SPACE ZONING [NEW]

Sec.
65910. Adoption of ordinance.
65911. Variances.
65912. Legislative finding and declaration.

Article 4 added by Stats.1970, c. 1590, p. 3317, § 16.

§ 65910. Adoption of ordinance

Every city * * * and county by * * * June 30, 1973, shall prepare and adopt an open-space zoning ordinance consistent with * * * the local open-space plan adopted pursuant to Article 10.5 (commencing with Section 65560) of Chapter 3 of this title.
(Added by Stats.1970, c. 1590, p. 3317, § 16. Amended by Stats.1972, c. 251, p. —, § 5, urgency, eff. June 30, 1972.)

§ 65911. Variances

Variances from the terms of an open-space zoning ordinance shall be granted only when, because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the zoning ordinance deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification.

Any variance granted shall be subject to such conditions as will assure that the adjustment thereby authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated.

This section shall be literally and strictly interpreted and enforced so as to protect the interest of the public in the orderly growth and development of cities and counties and in the preservation and conservation of open-space lands.
(Added by Stats.1970, c. 1590, p. 3317, § 16.)

§ 65912. Legislative finding and declaration

The Legislature hereby finds and declares that this article is not intended, and shall not be construed, as authorizing the city or the county to exercise its power to adopt, amend or repeal an open-space zoning ordinance in a manner which will take or damage private property for public use without the payment of just compensation therefor. This section is not intended to increase or decrease the rights of any owner of property under the Constitution of the State of California or of the United States.
(Added by Stats.1970, c. 1590, p. 3317, § 16.)

Appendix B

RATING SOILS FOR HOMESITES

Soils are evaluated on their relative limitation for the construction and long-term endurance of single-family homes and other similar structures. Also incorporated is evaluation of the potential environmental impact of residential development on the watershed. As indicators of these limitations, the ratings for a selected series of soil interpretations or factors have been weighted according to relative importance and mathematically combined to produce an overall rating for each kind of soil. Six soil factors have been considered in the homesites evaluation. Included here is a listing of these factors, their definitions, and their relationship to the overall rating. The six factors and their respective weights are shown in Table 1.

Drainage (Hydrologic Soil Groups)

This interpretation indicates the rate at which surface water soaks into the soil. Soils with severe limitations may be subject to frequent waterlogging, remaining wet for long periods of time. These soils have very high runoff or are ponded in low spots. They have very slow infiltration rates when thoroughly wetted. Soils with a moderate rating have slow infiltration rates and produce less runoff than those soils with a severe rating. They have a high runoff potential. These soils with a slight limitation rating have moderate to high infiltration rates when thoroughly wetted. The runoff potential is low to medium.

Erosion Hazard

Soil erosion hazard is defined on the basis of internal soil properties and qualities that determine the potential rate of surface soil removal by water when the soil has no ground cover. These properties are texture, structure, and slope. The groups are intended to estimate susceptibility to erosion without respect to climate. Two ratings are recognized: moderate and severe. Severe erosion can result in the loss of valuable soil, landscaping, and foundations, as well as extensive clogging of storm drains and reservoir siltation. This interpretation is specifically designed for the Homesites Evaluation and is based on the assumption that even the least erodible soils should be rated no better than moderately erodible under typical contemporary homesite construction and accompanying erosion control practices.

Rockiness

The presence of rocks near the surface has considerable effect on the ease or difficulty of grading and excavation. Costs increase manyfold where hard rock is encountered. Furthermore, landscaping is difficult to establish and maintain on rocky sites. Topsoil frequently must be hauled in to support plantings. The ratings are slight, moderate, and severe. These ratings are based on underlying parent material, hardness of rock, and presence of restrictive soil horizons. It is assumed the excavation work will be done by heavy earthmoving equipment and not by blasting.

Slope

Homes built on steep slopes are usually more expensive to build and maintain than homes built on more level sites. Special problems arise in location and construction of access roads, grading and excavation, landscaping, erosion control, and related factors. For example, grading of land for residential construction frequently leaves a land surface which is unsuitable for supporting vegetation for landscaping and ground cover. It is usually necessary to add topsoil before plants can be grown successfully. Slope is expressed in terms of percentage, i.e., the difference in elevation in feet for each 100 feet of horizontal distance. Three degrees of limitation are recognized: slight, moderate, and severe. Slopes under 10 percent pose slight problems for construction. Slopes of 10 through 30 percent create moderate problems for the construction and maintenance of building pads. On slopes of 31 percent or more, the problems become severe. In fact, slopes approaching 30 percent may create severe problems, but it was necessary to utilize 30 percent as a "break point" because this was the basis on which the soil survey slope mapping was recorded. Ideally, 20-25 percent and steeper slopes should be classed as severe.

Length and shape of slope and such geological factors as slope stability, are not considered in this interpretation. Slope values are based on the dominant slopes within each soil mapping unit, and considerable variation may occur.

Shrink-swell Behavior

Shrink-swell behavior is the degree to which a soil's volume will change when its moisture content is varied. The volume change is also influenced by the amount and kind of clay present. Four degrees of shrink-swell limitations are recognized: slight, moderate, severe, and very severe. Soils with a slight limitation rating have no problems resulting from shrinking and swelling and are suitable for construction if other factors and conditions are favorable. Soils rated moderate and severe present progressively greater problems when used for supporting foundations, roads, or other structures and require

compensating design measures to overcome their limitations. Soils rated very severe are of doubtful suitability for most kinds of construction. They require careful study and costs of compensating design measures may be well above average.

Alluvial Soils

Many of the soils of the San Diego area formed in recent alluvium have shown a tendency to settle, causing considerable damage to homes. This unique problem was considered in evaluating soils for homesites. Thus, if recent alluvium is present in a soil, 30 points are subtracted from the rating score. These soils consist of loose sand, sand and gravel, or sandy loam with poorly sorted sand, silt, and clay. All of these soils are low in clay.

Generally, if these soils have been irrigated over a period of years, the settlement will have already taken place. In areas that have not been irrigated, these soils could cause serious settlement problems, and on-site investigation prior to construction is particularly necessary.

Sewage Effluent Disposal

Although this can be an extremely important factor in homesites limitations, this interpretation is not incorporated into the Homesites Evaluation because it is not an applicable factor where public sewage systems have been established.

Application

Three degrees of relative limitation for homesites are designated: slight, moderate, and severe. Soils with a slight rating are free of limitations or limitations are so minor as to be easily overcome. Soils rated moderate possess limitations which can be overcome with appropriate design, environmental protection, and construction practices. Soils rated severe possess limitations which are severe enough to make use questionable. If homesites are to be established, special design, environmental protection, and construction practices are needed. In some cases the limitation may not be feasible to correct.

TABLE I

FACTORS FOR HOMESITE LIMITATION

	Soil Property	Numerical Rating	Weight
1.	Drainage		10%
	Slight	10	
	Moderate	5	
	Severe	0	
2.	Erosion Hazard		10%
	Moderate	10	
	Severe	0	
3.	Rockiness		20%
	Slight	20	
	Moderate	10	
	Severe	0	
4.	Slope		25%
	0-9%	25	
	10-30%	13	
	31% +	-25	
5.	Shrink-Swell		35%
	Slight	35	
	Moderate	18	
	Severe	0	
	Very Severe	-15	
6.	Alluvial Soils		
	Recent alluvium present	-30	
			100%

HOMESITE RATING RANGES

HOMESITE RATING	SLIGHT	MODERATE	SEVERE
Numeric Score	73 or greater	45 to 72	44 or less

Appendix C

SAMPLE OPEN SPACE ZONE

ARTICLE XXXX

"O" - Open Space Zone

Section XXXX: INTENT OF "O" ZONE. The City Council of the City of Oceanside recognizes that those areas which possess natural and/or aesthetic attributes of Open Space and have the amenity of openness as part of their site character shall be zoned "O" - Open Space Zone.

Section XXXX: PERMITTED USES. The uses permitted in the "O" Zone shall consist of:

(1) Parks, public and private
(2) Playgrounds or playing fields, public and private
(3) Schools with playgrounds and playing fields
(4) Golf courses, public and private
(5) Reservoirs
(6) Cemeteries
(7) Missions, Monasteries or religious retreats with a minimum of one acre landscaping, excluding parking areas
(8) Those areas of natural or open condition which are deemed desirable and necessary to be preserved in that condition in the interests of public health, safety, or welfare.

Section XXXX: BUILDINGS. Areas within the "O" Zone are to be protected from extensive building encroachment. Necessary amenities or appurtenant structures, i.e., picnic shelters, mausoleums, club houses may be allowed in those areas where such facilities are warranted or necessary providing approval is granted under appropriate provisions of the Zoning Ordinance.

Appendix D

PLANNING COMMISSION
RESOLUTION NO. 73-P145

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA, RECOMMENDING THE APPROVAL AND ADOPTION OF THE OPEN SPACE ELEMENT TO THE GENERAL PLAN.

AMENDMENT to the General Plan to provide an Open Space Element to the General Plan of the City of Oceanside

THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA, DOES RESOLVE AS FOLLOWS:

WHEREAS, pursuant to Chapter 1590, Article 10.5, Section 65563 of the Government Code, the City of Oceanside by December 31, 1973, is required to prepare, adopt and submit to the Secretary of the Resources Agency a local open space plan for the comprehensive and long-range preservation and conservation of open space land within the City's jurisdiction.

WHEREAS, the Planning Commission finds that the basic goals and policies as contained in the Interim Open Space Plan adopted by the City of Oceanside November 8, 1972, have been refined and expanded in the Open Space Element to insure designation and preservation of adequate open spaces to serve our present and future population.

WHEREAS, the Planning Commission upon giving the required notice did on the 3rd day of December, 1973, conduct a duly advertised public hearing to consider the Open Space Element.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby recommend approval of the Open Space Element as Amendment A-5-73 to the General Plan of the City of Oceanside.

BE IT FINALLY RESOLVED that the recommendations contained herein be forwarded to the City Council of the City of Oceanside.

PASSED AND ADOPTED this 3rd day of December, 1973, by the following vote, to wit:

AYES: Commissioners - Scott, Gibney, Washburn, Tinch, O'Neal, Kreinbihl and Merideth
NAYES: None
ABSENT: None

GEORGE S. WASHBURN, Chairman

ATTEST:

MICHEL A. BEDAUX, Secretary

I, MICHEL A. BEDAUX, Secretary of the Oceanside Planning Commission hereby certify that this is a true and correct copy of Resolution No. 73-P

Dated: 12-19-73

MICHEL A. BEDAUX, Secretary
OCEANSIDE PLANNING COMMISSION

Appendix E

RESOLUTION NO. 73-239

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE ADOPTING THE OPEN SPACE ELEMENT OF THE GENERAL PLAN.

WHEREAS, the Planning Commission of the City of Oceanside held public hearings as required by law pursuant to notice thereof and as a result of said hearings did adopt Resolution No. 73-P145 wherein said Commission recommended to the City Council that the Open Space Element of the General Plan be adopted; and

WHEREAS, upon notice duly given a public hearing was held by the City Council on the 26th day of December, 1973; and

WHEREAS, all written objections, if any, were duly considered by the City Council and any person present who desired to make oral protest was duly heard.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. That the City Council of the City of Oceanside hereby adopts the Open Space Element of the General Plan as recommended in Planning Commission Resolution No. 73-P145.

2. That said Open Space Element as adopted by this resolution replaces and supercedes the interim Open Space Plan previously adopted by City Council Resolution No. 72-239.

PASSED AND ADOPTED by the City Council of the City of Oceanside, California, this 26th day of December, 1973, by the following vote:

AYES: RICHARDSON, BELL, BURGESS, FRENZEL AND SMITH

NAYS: NONE

ABSENT: NONE

ABSTAIN: NONE

Howard J. Richardson
Mayor of the City of Oceanside, California

ATTEST:

Irene D. Buchholz
City Clerk

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Mission Avenue Corridor

STRATEGY PLAN

Prepared For:
City of Oceanside

Prepared By:
Moore Iacofano Goltsman, Inc.
800 Hearst Avenue
Berkeley, California
9 4 7 1 0

Approved by Resolution No. R99-088
April 21, 1999

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I. INTRODUCTION

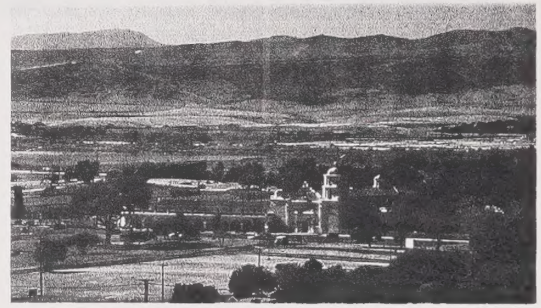
PURPOSE OF THE STUDY

In August 1997, the Oceanside City Council initiated a community design process to develop specific strategies aimed at revitalizing Mission Avenue Corridor, from Interstate 5 on the west to Mission San Luis Rey on the east. The impetus of this study was twofold:

- In the early 1990s, two large retail centers were constructed on the northwest and southwest corners of College and Mission Avenue. These centers are anchored by grocery stores and contain many contemporary and national retailers. This new construction **altered shopping patterns** of the adjacent areas.
- With the first phase of construction of State Route 76 Expressway completed, businesses along Mission Avenue experienced a **downturn in retail activity**. Surrounding property and business owners stepped forward with a common concern: *How do we maintain economic viability?*

THE COORDINATING COMMITTEE

Leading the effort was a 26-member Coordinating Committee, comprised of business and property owners along the corridor, major landowners and institutions adjacent to Mission Avenue, City Council observers, and City staff. The role of the Coordinating Committee is to assist in formulating a community-supported *Strategy Plan* for the Mission Avenue corridor.



STUDY PROCESS

The study process was conceived in three phases and lasted six months:

- The purpose of Phase One, goals and issues, was to articulate desired outcomes for the study.
- During Phase Two, implementing strategies were developed to reflect the study goals and to address the major issues.
- Phase Three was devoted to preparing the *Mission Avenue Corridor Strategy Plan* and setting forth a community-based and supported revitalization strategy.

ORGANIZATION OF THE PLAN

Following this introductory section, Section II outlines the overall **goals** to guide revitalization of the Mission Avenue corridor and presents a snapshot of key **issues** related to living and working along the corridor. Section III provides both corridor-wide and segment-specific **actions** and an **implementation** program for the prioritized actions.

II. GOALS AND KEY ISSUES

In answering the question, *What do we want for the Corridor*?, the community articulated seven overall goals for revitalizing Mission Avenue. These goals are intended to embody the essence of community input and provide a direction for future development and revitalization efforts in the corridor.

ECONOMIC VIABILITY

Determine a viable economic strategy to guide future development of the corridor

Participants were concerned with the apparent high vacancy rates of commercial property, most notably in the western and eastern portions of the corridor. These vacancies have occurred due to changes in retail shopping patterns and transportation changes. These changes may require different uses or more specific niche marketing uses.

BUSINESS DEVELOPMENT

Support and promote existing businesses (consistent with the revitalization strategies) and facilitate the attraction of new businesses, as appropriate

Participants felt that the current zoning regulations do not adequately reflect current market conditions. The amount of retail zoning should be reviewed considering changes in retail shopping patterns and transportation. Existing industrial areas should not be eroded with further retail uses. Questions and concerns related to potential increased casino activity at the west end of Mission Avenue were actively debated.

IMAGE AND APPEARANCE

Improve the visual image and appearance of the corridor

Participants expressed concern over the general appearance and image of the corridor, much of which is due to the age of the industrial and retail areas. Many people felt this was reflected in the perceived lack of code enforcement (although a new enforcement effort is currently underway), the lack of high quality commercial, office, and industrial development, and the lack of a unifying theme tying the corridor together.

SECURITY AND SAFETY

Improve public safety

A large number of participants felt there was insufficient police presence along the corridor. Other people were concerned about the presence of gangs, perceived drug trafficking, and poor street lighting.

NEIGHBORHOOD PRESERVATION

Address the concerns and needs of adjacent neighborhoods (services, parks, etc.)

Participants expressed the need for commercial uses that support nearby residents, particularly at the west end of Mission Avenue.

TRANSITION MANAGEMENT

Assist Mission Avenue property owners in understanding and managing the transition from current to future conditions

Participants stressed the need to understand and manage the inevitable changes that have and will continue to occur along the corridor. People wanted to strive for and provide a quality environment for the people who work, shop, and live near the area.

ACCESS AND CIRCULATION

Ensure safe and adequate access to businesses, and create efficient vehicular and pedestrian circulation along the corridor

Participants discussed traffic and circulation problems along the corridor, particularly at the Mission Avenue and El Camino Real intersection. Some participants suggested that the street be narrowed to slow traffic and that left-turn lanes should not be eliminated when constructing new medians. Other participants expressed the need to improve the local public transportation system, including the possibility of light rail service.

III. ACTION AND IMPLEMENTATION PROGRAM

The final step in the Strategy Plan is the most critical – laying the groundwork for step-by-step implementation of the prioritized actions. Based on input received from the community, a number of actions emerged to support revitalization goals and address key issues outlined in Section II.

As discussed throughout the process, areas along Mission Avenue have distinctly different uses and market niches based on location. During the first community workshop, participants described different features of Mission Avenue and divided the corridor into three segments based on common uses, qualities, and characteristics. The segments were defined as:

- **Segment I – West** (from Interstate 5 to Mesa Drive);
- **Segment II – Central** (from Mesa Drive to Foussat Road); and
- **Segment III – East** (from Foussat Road to Mission San Luis Rey).

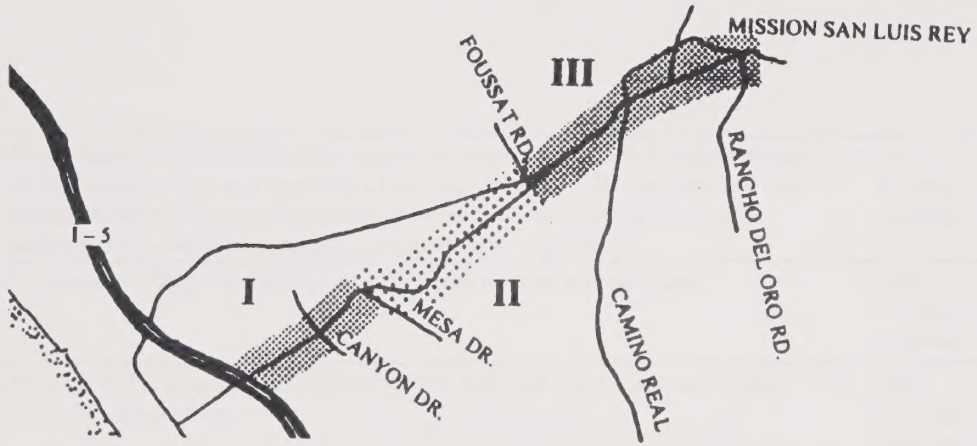


Figure 1: Segment Identification Map

The Action and Implementation Program is organized into two sections: corridor-wide and segment-specific. Recommendations are summarized in tabular form on the next few pages, and are organized to suggest:

- The **timeframe** in which the action should be undertaken [immediate (0-2 years), near-term (2-5 years), or the long-term (5 plus years)];
- Potential public and private **funding** sources; and
- Which government agency or community organization might take the lead **responsibility**, including possible **partnerships**.

CORRIDOR-WIDE STRATEGIES AND ACTIONS

The following actions are intended to provide an overall direction for economic revitalization of the corridor, building upon key opportunities and taking advantage of existing strengths.

Note:
Immediate actions will focus on the opportunity for funding available to the City from CalTrans.

Immediate (0-2 Years)

Action	Funding	Lead Responsibility	Potential Partners
❑ Coordinate with other city-wide planning efforts in the corridor, particularly related to undergrounding utilities, landscaping, street trees, and medians.	• CalTrans • SDE & E	• Engineering	• Planning • Businesses • Economic Development
❑ Increase flexibility in zoning and building standards to reflect corridor goals and strategies.	• Staff Priority	• Planning	• Businesses • Neighborhood
❑ Continue economic development and business retention activities.	• Staff Priority	• Economic Development	• Businesses
❑ Develop corridor design themes and supporting guidelines.	• CalTrans • Fuel Tax	• Engineering	• Businesses • Planning
❑ Develop signage flexibility for businesses along Highway 76 corridor that are sensitive to view sheds.	• Staff Priority	• Planning	• Businesses
❑ Promote property owners or merchant associations identifying niche markets and actively marketing specific uses that will enhance the image of the area.	• Staff Priority	• Economic Development	• Businesses
❑ Establish joint city/community clean-up programs.	• Staff Priority, ongoing	• Community Services	• Businesses • Code Enforcement • Civic and Neighborhood Groups • School District
❑ Re-evaluate certain development regulations perceived to add time and money to the re-investment and updating of existing properties. Reduce fees for new construction and expedited planning process (such as allowing changes in building colors without initiating a complete review process).	• Staff Priority, ongoing	• Economic Development	• Planning • Engineering Building
❑ Continue building relationships with business owners and residents.	• Staff Priority, ongoing	• Economic Development	• Businesses • Code Enforcement
❑ Provide traffic management information to residents and businesses during roadway construction.	• Staff Priority, ongoing	• Engineering	
❑ Evaluate the availability of vacant lands for recreational, hotel, or visitor-associated development	• Staff Priority	• Economic Development	• Planning

Near-Term (2-5 Years)

Action	Funding	Lead Responsibility	Potential Partners
❑ Encourage segment-specific merchant's associations.	• Staff Priority	• Economic Development	
❑ Provide incentives for private-public partnerships		• Opportunity-driven	
❑ Evaluate potential transit improvements.	• NCTD	• NCTD	• City of Oceanside

On-Going (5 Plus Years)

Action	Funding	Lead Responsibility	Potential Partners
❑ Promote graffiti abatement programs.	• General Fund • Fuel Tax	• Community Services	
❑ Maintain viability and excellence of schools (promote positive press coverage).	• School District • Grants	• School District	• City of Oceanside • Business

Segment I – West

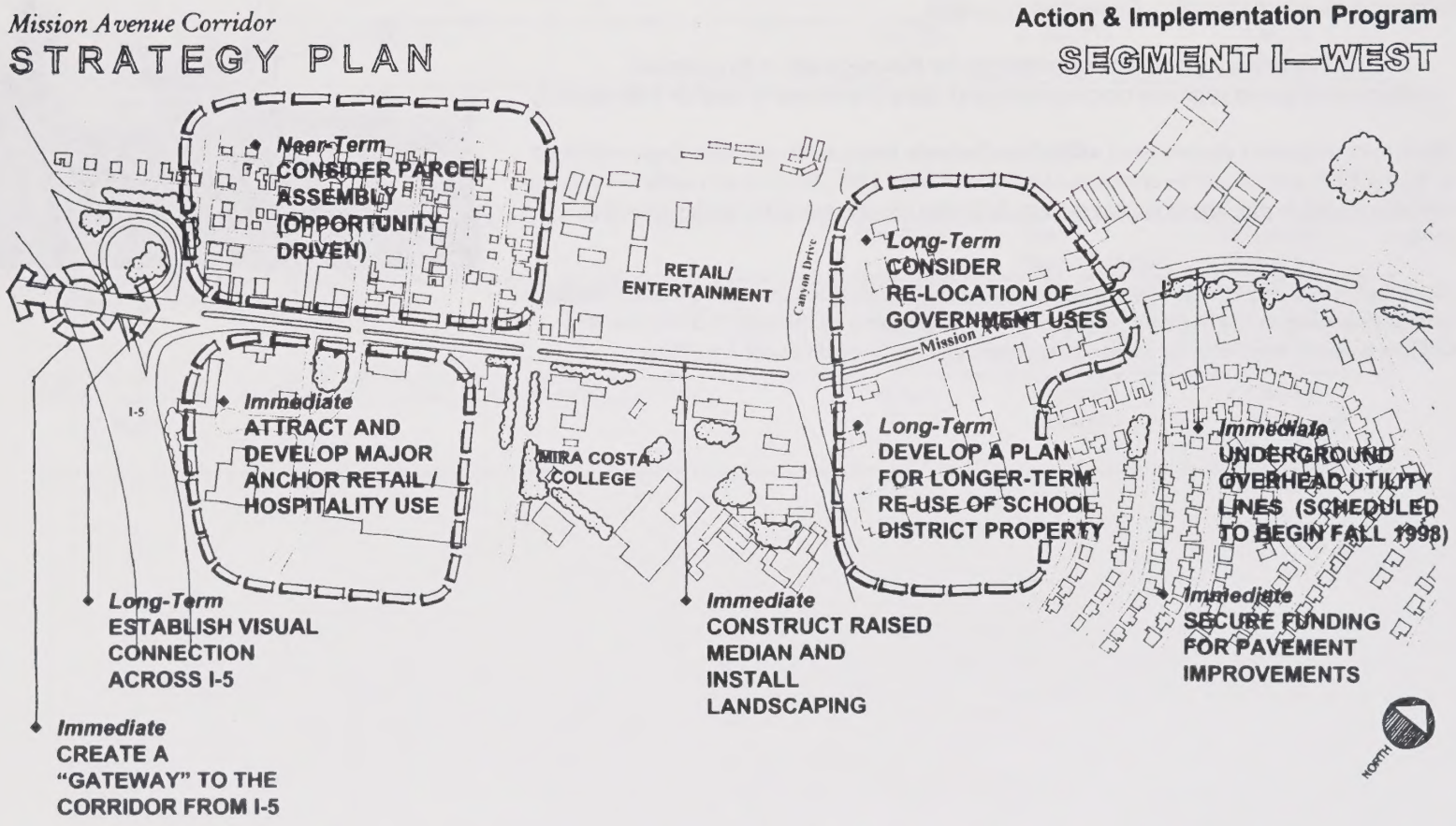
The western segment of the corridor is an older area of mixed retail and residential uses. Given its location adjacent to Highway 5, the westerly portion of the segment could be considered for destination retail/hospitality while the easterly portion of this segment is neighborhood-serving. Both vacancy rates and traffic volumes tend to be high.

*The overall **positioning strategy** for this segment is to promote visitor-serving and regional commercial land uses immediately east of Interstate 5.*

Work to underground the overhead **utility** lines between Interstate 5 and Mesa Drive will begin in Spring 1999, and should be completed by Fall or Winter 1999. There is also sufficient funding available to design **pavement** improvements, following completion of the undergrounding project.

The **City's** 1998/1999 Capital Improvement Budget will include funds to design raised **medians** and **landscaping** in this Segment, with completion anticipated by the end of 2000. Available **CalTrans** funds may allow for landscaping enhancements from Interstate 5 to Mesa.

Figure 2: Segment I – West



Immediate (0-2 Years)

Action	Funding	Lead Responsibility	Potential Partners
❑ Support the attraction and development of a major anchor retail/hospitality use in the westerly portion, or consider other land uses.	• Public/ Private	• Economic Development	• Property Owners
❑ Create a "gateway" to the corridor, from Interstate 5.	• CalTrans	• Engineering	• Economic Development • Planning

Near-Term (2-5 Years)

Action	Funding	Lead Responsibility	Potential Partners
❑ Consider parcel assembly to create larger development areas.	• Private	• Private	

Long-Term (5 Plus Years)

Action	Funding	Lead Responsibility	Potential Partners
❑ Develop a plan for longer-term re-use of school district property, excluding existing school sites, specifically, educational support services, school maintenance facilities and administration.		• School District	• Planning • Economic Development

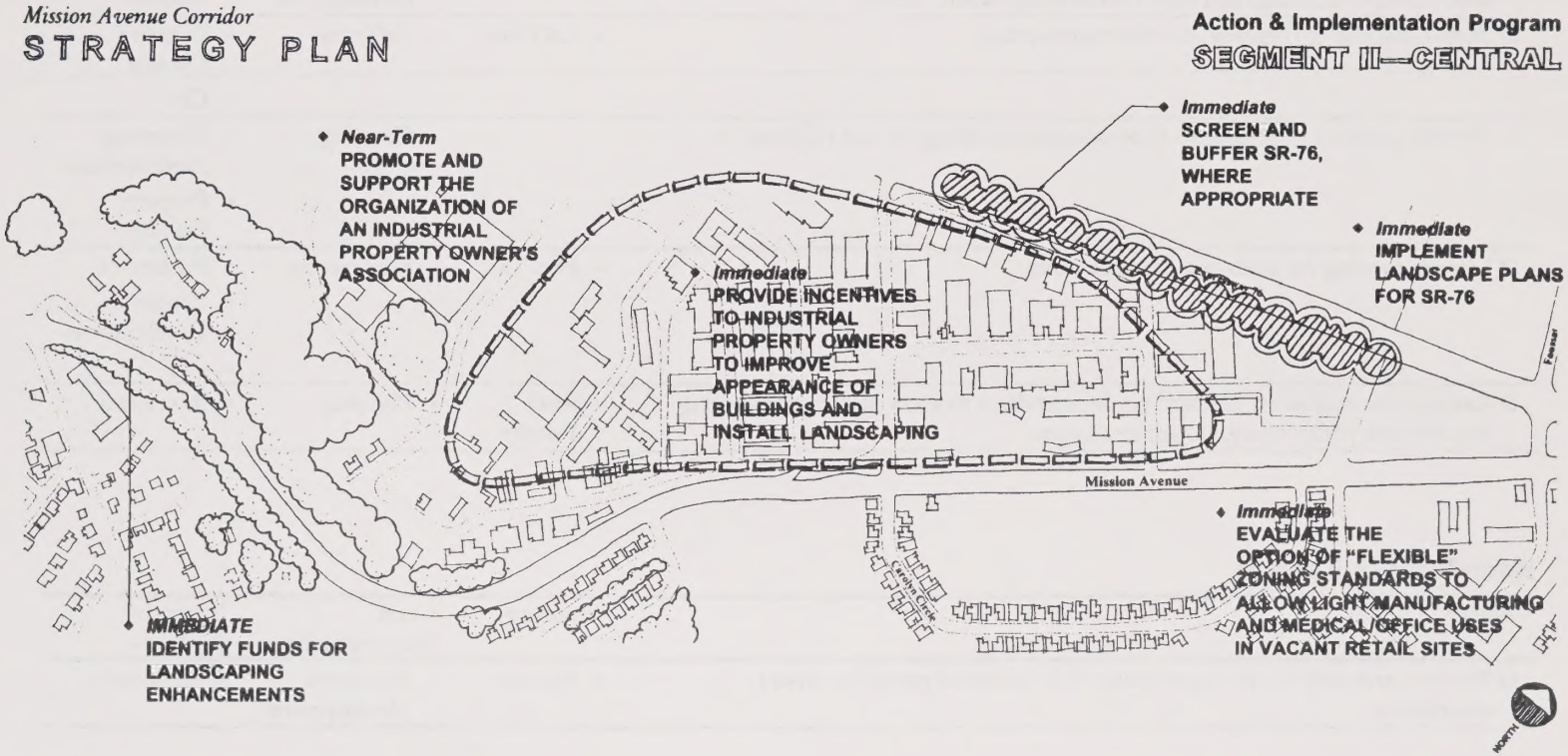
SEGMENT II – CENTRAL

The central segment of the corridor consists primarily of multi-tenant industrial uses, with some industrial-serving commercial. A small area of single-family residences can be found south of Mission Avenue. This area enjoys a very low vacancy rate and will benefit from programmed installation of landscaping along the CalTrans right-of-way. Additional acreage has recently been re-zoned to industrial. The access is old and has little "curb appeal" for new investment.

*The overall **positioning strategy** for this segment is to promote industrial land uses and transition away from retail in this industrial area, with the limited exception of access points off Highway 76.*

CalTrans has prepared landscape plans for the State Route 76 bypass, the portion currently under construction. CalTrans is currently in the process of designing additional landscaping improvements for State Route 76 between Foussat Drive and Jeffries Ranch Road.

Figure 3: Segment II – Central



Immediate (0-2 Years)

Action	Funding	Lead Responsibility	Potential Partners
❑ Provide incentives and outreach to industrial property owners to improve the appearance of buildings and install landscaping, where needed.	• Private	• Economic Development	• Property Owners
❑ Screen and buffer Highway 76, where appropriate.	• CalTrans	• CalTrans	• Property Owners • City
❑ Identify potential impediments to re-orienting buildings toward Highway 76.		• Planning	• Economic Development • Property Owners
❑ Identify funding for landscape enhancements.	• Fuel Tax	• Engineering	• Businesses • Economic Development • City
❑ Evaluate the option of "flexible" zoning standards to allow light manufacturing and medical/office uses in vacant retail sites.	• Staff Priority	• Planning	• Businesses

Near-Term (2-5 years)

Action	Funding	Lead Responsibility	Potential Partners
❑ Promote and support the organization of an industrial property owner's association.	• Private	• Economic Development	• Businesses

Long-Term (5 Plus Years)

Action	Funding	Lead Responsibility	Potential Partners
❑ Allow long-term market forces to determine the best use of the airport.		• Property Management	• Economic Development • Engineering • Planning

SEGMENT III – EAST

The eastern segment of the corridor features predominantly neighborhood-serving uses, with medium density housing (mobile home park) on the north side of Mission Avenue. A new police station and branch library are planned for the area. New housing is expected to develop just north and east of the study area. This area experiences high vacancy rates and high traffic volumes.

*The overall **positioning strategy** for this segment is to promote community/neighborhood commercial; visitor-serving commercial; and recreational land uses, while acknowledging market forces that may support changes in current uses.*

Figure 4A: Segment III—East

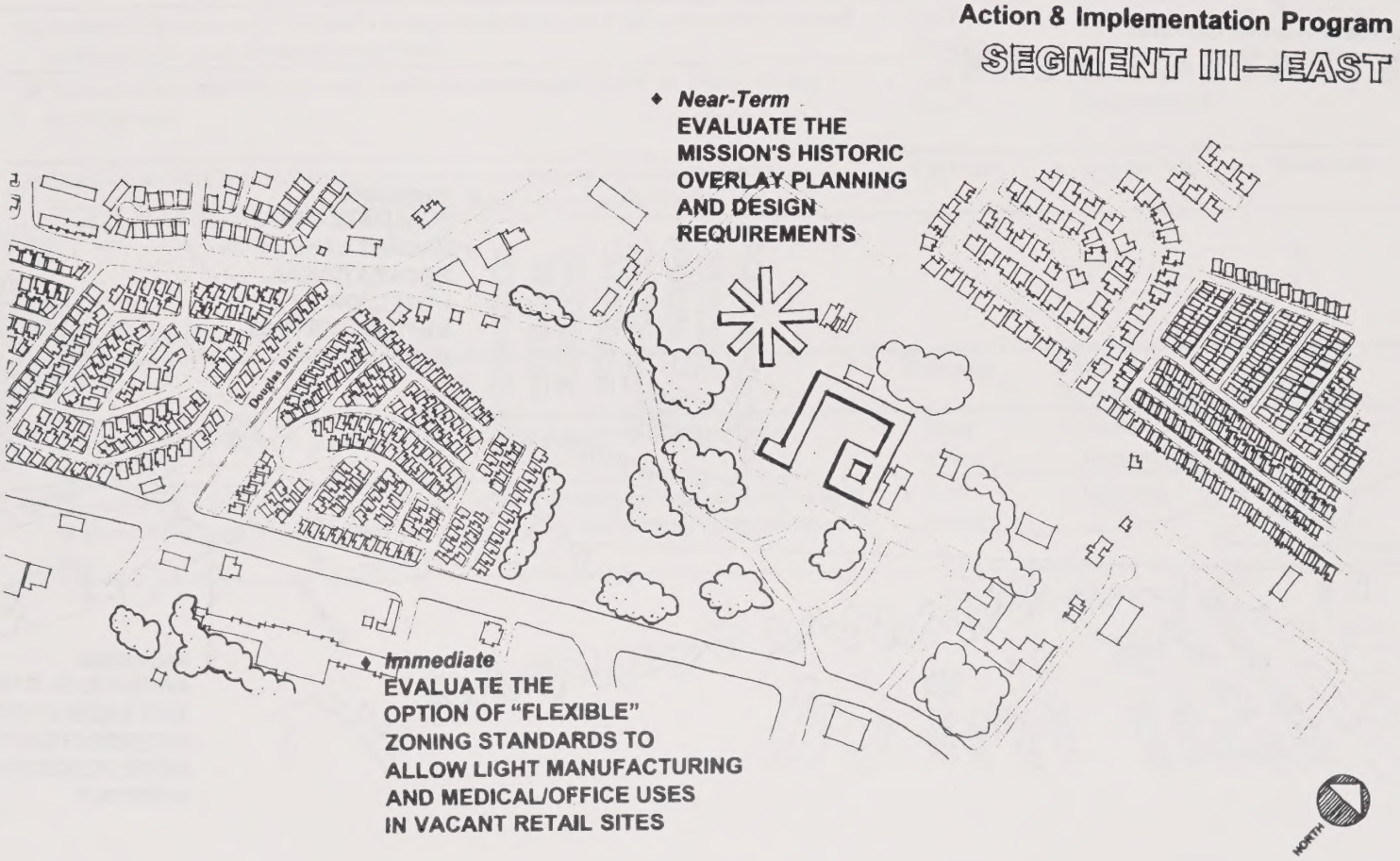
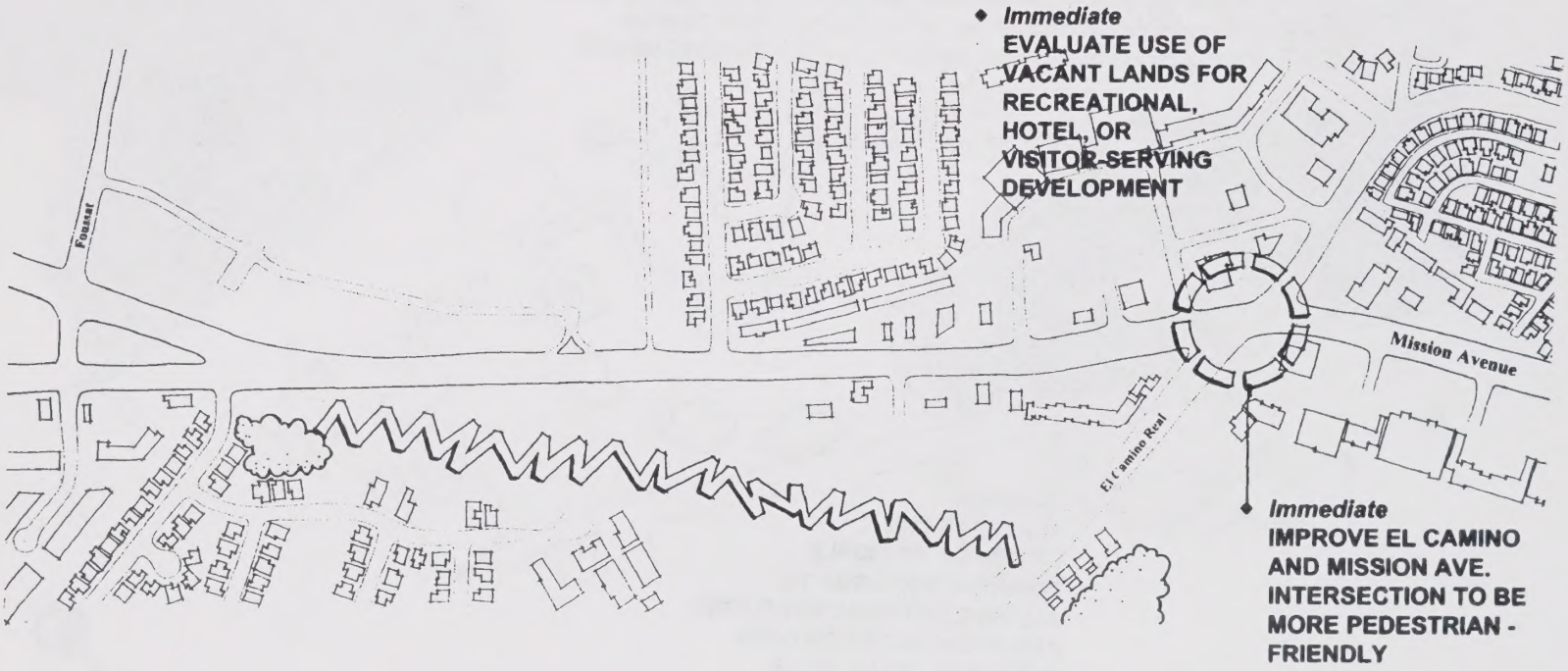


Figure 4B: Segment III – East (continued)

Mission Avenue Corridor
STRATEGY PLAN



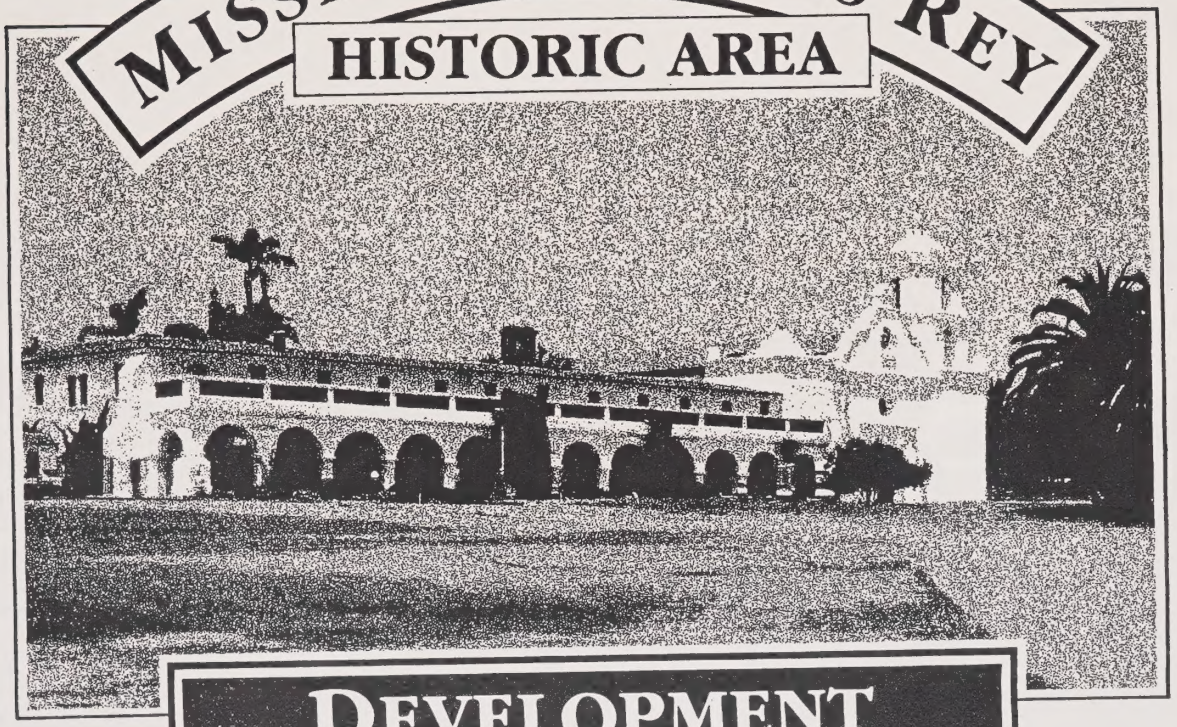
Immediate (0-2 Years)

Action	Funding	Lead Responsibility	Potential Partners
❑ Evaluate the option of "flexible" zoning standards to allow light manufacturing and medical/office uses in vacant retail sites.	• Staff Priority	• Planning	• Businesses
❑ Evaluate the availability of vacant lands for recreational, hotel, or visitor-serving development.	• Staff Priority	• Economic Development	• Planning
❑ Improve the El Camino/Mission Avenue intersection to be more pedestrian-friendly by installing a landscaped median, bicycle lanes, traffic circles, etc.	• CalTrans	• Engineering	• Businesses

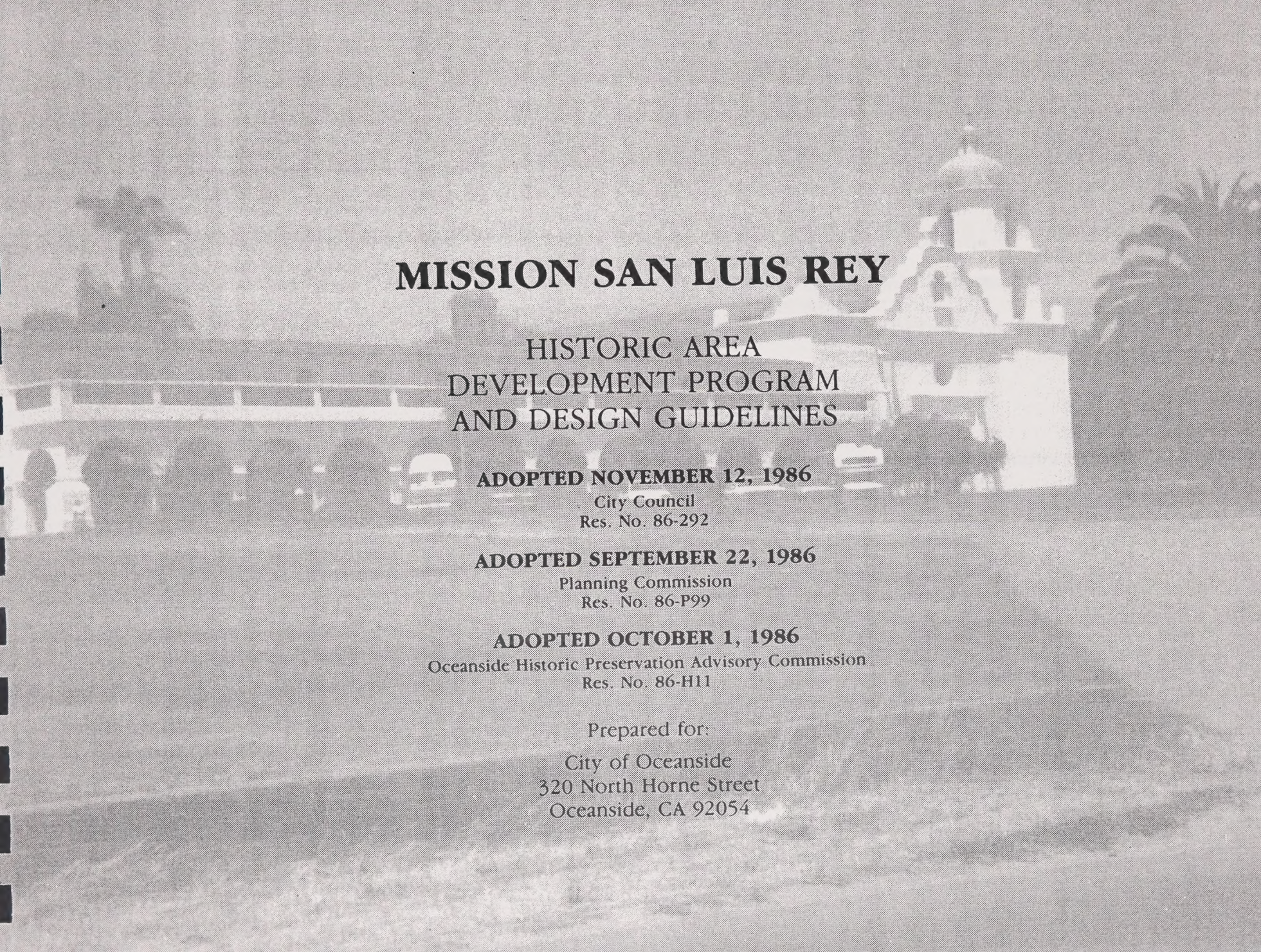
Near-Term (2-5 Years)

Action	Funding	Lead Responsibility	Potential Partners
❑ Assist property owners in identifying gaps and niche markets in neighborhood-serving uses.	• Staff Priority	• Economic Development	• Businesses
❑ Re-evaluate the Mission's historic overlay planning and design requirements, in light of current issues and opportunities but still protecting the integrity of the Mission area.	• Staff Priority	• Planning	• Businesses • Economic Development

MISSION · SAN · LUIS · REY
HISTORIC AREA



DEVELOPMENT PROGRAM & DESIGN GUIDELINES



MISSION SAN LUIS REY

HISTORIC AREA DEVELOPMENT PROGRAM AND DESIGN GUIDELINES

ADOPTED NOVEMBER 12, 1986
City Council
Res. No. 86-292

ADOPTED SEPTEMBER 22, 1986
Planning Commission
Res. No. 86-P99

ADOPTED OCTOBER 1, 1986
Oceanside Historic Preservation Advisory Commission
Res. No. 86-H11

Prepared for:

City of Oceanside
320 North Horne Street
Oceanside, CA 92054

MISSION SAN LUIS REY HISTORIC AREA
DEVELOPMENT PROGRAM AND DESIGN GUIDELINES

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1. INTRODUCTION

A. PREFACE

The City of Oceanside is taking positive steps to maintain and enhance the area around Mission San Luis Rey. Oceanside established a Historic Area by City Council Resolution in 1983, and has authorized the preparation of this document to direct future development in the Historic Area.

This report first addresses general long range goals and objectives, and then, in its second half, establishes a program with specific guidelines for detailed proposal review. Sketches and exhibits are included to illustrate overall design concepts and their application in specific conditions. This document is intended to provide a flexible design framework that will respect and compliment the Mission's historic setting, as well as to encourage high quality new development in San Luis Rey.

This report is intended to be used by:

1. The general public: as a reference to measure proposals which are being considered by the Oceanside Historic Preservation Advisory Commission (OHPAC);
2. Private developers: in the preparation of development proposals;
3. City Planning Staff and other agencies: in the review of development proposals; and
4. Decision makers: in passing judgement on development proposals.

B. BACKGROUND

1. History of Mission San Luis Rey

The Mission San Luis Rey is the largest of the twenty-one California Missions. It was developed as a half way stop between the already established Mission San Diego to the south and Mission San Juan Capistrano to the north. On July 23, 1795, Governor Diego Borica ordered Ensign Juan Pablo Grijalva to explore the region to locate a suitable site for the new mission. The present valley of San Luis Rey was the final choice. The day chosen for the formal founding was June 13, 1798. Viceroy Branciforte dedicated the mission to King Louis IX of France, and the mission was named San Luis Rey de Francia (King of the Missions).

The mission compound and buildings were completed in 1830 much as they exist today. Adobe bricks were used in the construction of the mission and plaster was often applied afterwards to the completed Mission walls.

The original mission buildings alone covered an area of approximately 6-1/2 acres, with a frontage of 600 feet east to west and a depth of approximately 450 feet. The final church building was about 164 feet by 27 feet, with walls of adobe 6-1/2 feet in thickness and 30 feet in height.

The Mission San Luis Rey still functions as an active mission and retreat center for families. The Mission is also recognized as a Registered National Historic Landmark (1970).

2. Mission San Luis Rey Historic Area

In 1982, the City Council of the City of Oceanside established regulatory authority for the preservation and enhancement of significant historic resources by adopting Historic Preservation Ordinance No. 82-41. Based on this authority, the area within about one-half mile surrounding Mission San Luis Rey, was designated as "Historic Preservation Area No. 1 — Mission San Luis Rey". This Historic Area was established by City Council Resolution 83-199, and adopted in July, 1983. The 675 acres of the Mission San Luis Rey Historic Area comprise one of Oceanside's greatest assets and sources of pride.

C. EXISTING CONDITIONS

1. Location and Context

The Mission San Luis Rey is located on State Route 76, also known as Mission Avenue, four miles east of Interstate 5 in Oceanside, San Diego County. It is presently owned by the Roman Catholic Church.

2. Zoning

Current zoning within the Mission San Luis Rey Historic Area is predominantly open space. Low density residential use is the second largest zoning use, and commercial zoning, especially along Mission Avenue, is the third major zoning area.

3. Site Conditions

The Mission San Luis Rey Historic Area is characterized by significant amounts of vacant land, older mobile home developments, parks, newer commercial centers, older free-standing commercial buildings, new condominiums, a stable single family residential neighborhood and the Mission San Luis Rey with its associated parish buildings. There are also two cemeteries in the historic area in addition to the cemetery at the Mission. The All Saint's Episcopal Church Cemetery is located south of Heritage Park. The Freeman Cemetery often referred to as the "public cemetery" is located south of Mission Avenue, west of Rancho del Oro Way.

A program of gradual restoration and reconstruction of the mission has been carried out by the Mission Friars and local historians. The structures are maintained in excellent condition, and the church and many of the mission buildings are open to the public or may be used for private retreats.

2. GOALS AND OBJECTIVES

The goals and objectives will serve to direct the overall planning and design effort. The goals and objectives are organized by elements that typically make up a comprehensive design enhancement plan, as follows:

A. Historic/Cultural
B. Land Use
C. Circulation and Parking
D. Open Space/Recreation
E. Tourism

A. HISTORIC/CULTURAL

GOAL:

An enhanced and well maintained historic area which will protect the historic areas resources and stimulate quality development.

OBJECTIVES:

1. Development of an area-wide historic architectural theme which creates a distinctive and high quality identity for the area.
2. Expanded historic/cultural activities in the Mission San Luis Rey Historic Area.
3. Preservation of both the Mission and its grounds as significant historic resources.
4. Recognition as an authentic historic area in the Southern California area.

B. LAND USE

GOAL:

A viable, mixed use activity area with a variety of land uses and services which enhance the historic significance and visitor experience of the Mission San Luis Rey Historic Area.

OBJECTIVES:

1. Development of a Historic Core with a commercial village area.
2. Unification of the architecture and public landscape of the Mission San Luis Rey Historic Area in a historic theme.
3. Buffers between residential areas, historic resources and higher intensity uses.

C. CIRCULATION AND PARKING

GOAL:

A safe, efficient and attractive vehicular and pedestrian transportation experience through the Mission San Luis Rey Historic Area.

OBJECTIVES:

1. Limited access to the "major streets" of the Mission San Luis Rey Area to channelize traffic flow and avoid confusion or congestion: Mission Avenue, Douglas Drive, North El Camino Real and Rancho Del Oro Way.
2. Special treatment of gateway entrances and special street intersections to signify entry and arrival points for the Historic Area and Historic Core.
3. Enhancement of the streetscape to reinforce the historic character of the area.
4. Development of a pedestrian oriented shopping and cultural experience in the Historic Core.
5. Shared parking opportunities and overflow parking areas for automobiles and buses.
6. Off-road walks and path systems for pedestrians and bicyclists.

D. OPEN SPACE/RECREATION

GOAL:

A unified open space/recreation system which links together the Historic Area land uses, recreation opportunities, the Mission San Luis Rey, Heritage Park and other points of historic or public interest.

OBJECTIVES:

1. Preservation of dominant views, viewpoints or visual corridors which focus on the Mission and its immediate grounds as a landmark, from high-use public land or rights of way, such as roads, parks, etc.
2. Preservation of key views and viewpoints from the Mission and within its grounds which look outward over the historic area that express the Mission's historic landscape context.
3. Development of a 'historical walk' program through the Historic Core which is a recreational opportunity as well.
4. Increased usage of recreation/historical amenities such as the San Luis Rey River, Mission San Luis Rey, Heritage Park, Ivey Ranch Handicapped Park and other parks in the Historic Area.

E. TOURISM

GOAL:

Promotes adequate visitor related facilities and tourist and community activities in the Mission San Luis Rey Historic Area.

OBJECTIVES:

1. Development of additional visitor-serving commercial and lodging uses which encourage additional public interest in the historic/cultural elements of the Mission San Luis Rey Historic Area.
2. Increased festive activities and public awareness of the Mission San Luis Rey historic/cultural events.
3. Increased advertising and road signage, both within and outside the Historic Area, to notify the public of the Mission and its events.

3. HISTORIC AREA

DEVELOPMENT PROGRAM & DESIGN GUIDELINES

A. INTRODUCTION

The Mission San Luis Rey Historic Area Development Program and Design Guidelines will be used to direct the future physical development of the Historic Area as an exciting and unique setting for the Mission San Luis Rey.

The Historic Area "Development Program" describes the development framework necessary to provide a recognizable unity and consistent historic character which will guide and protect the future of the Mission San Luis Rey Historic Area. It describes the development concepts for land use, a historic core, circulation, open space and visitor needs.

The Historic Area "Design Guidelines" will guide the site planning, architecture, circulation, landscape, signage and lighting of the Historic Area. The guidelines are intended to direct the implementation of the development program. The guidelines relate private and public improvements to the development concept for the historic area.

The design guidelines in this document apply to the entire historic area, unless specifically noted or exempted, including the Historic Core. The conceptual design is presented specifically for the Core Area (see Page 3-7). The design guidelines are intended to be applied to the entire Historic Area, taking into consideration factors such as the proximity to the Mission and other historic resources and their viewsheds.

B. HISTORIC AREA DEVELOPMENT PROGRAM

1. Historic Area Land Use Concept

The land use concept for the Historic Area is based on the City of Oceanside Land Use Element of the General Plan which provides a land use structure to reinforce and direct the desired historical setting. The 1986 Land Use Element designates the Mission San Luis Rey Historic Area as a "Special Management Area."

The Land Use Element Policies Plan contains several policy statements pertaining to the development of property in this Special Management Area, including a policy that the "Mission San Luis Rey Historic Area Development Guidelines" will be utilized as adopted criteria to preserve and further enhance designated historic and cultural resources of the area. Other policies call for the protection of views of the Old Mission and provision of architectural design, landscaping and streetscaping consisent with the development program as contained in Section 3 of this document. An emphasis is placed on visitor-serving uses and facilities, particularly pedestrian-oriented uses.

The Land Use Element and this document are integrally related to each other. The Land Use Element sets the general guidance for land use patterns and designates various land use types within the Historic District. The Mission Guidelines further interpret the preferred land use concepts, development standards, and architectural design for structures in the Historic Area. The land use concept indicates three major land uses: residential, commercial and visitor serving, and open space. *(See Potentials and Constraints Exhibit, Page 3-2)*

a. Residential

Residential uses are primarily located on the periphery of the Historic Area, and in many cases are outside the Historic Core. It is important that all future residential uses within the entire Historic Area comply with the architectural and design guidelines to reinforce the Mission historic theme.

b. Commercial and Visitor Serving Uses

Existing commercial uses in the Historic Area are centered primarily along Mission Avenue to capitalize on this major street's high traffic volumes. There are two shopping centers approved on the south side of Mission Avenue east of El Camino Real that are located in the Historic Area. These centers are classified as Special Commercial on the Land Use Element Map and have special policies that apply pertaining to visitor-serving uses and facilities.

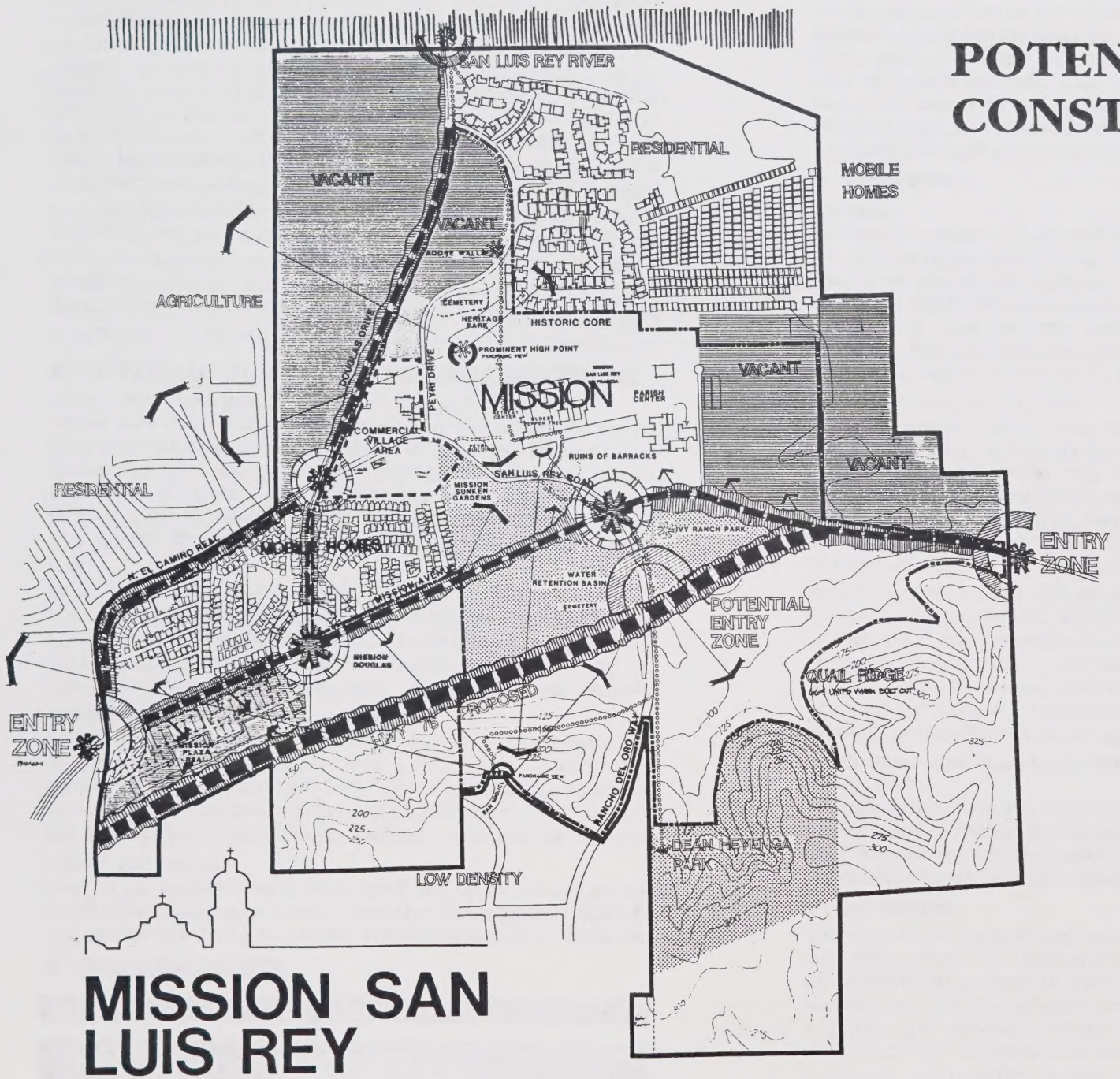
In order to reinforce the historic character of the Mission Area, no new freestanding convenience commercial uses or drive-through commercial structures will be permitted in the entire Historic Area. This would include all freestanding automobile service stations, car washes, both mechanical and self-service coin-operated, dairy outlets, "fast food" drive-through or walk-up service restaurants and similar concerns, where business is primarily directed to an automobile and/or its occupants.

Applicability of the provisions of this section to a specific proposal will in part also depend on the physical arrangement of facilities. The free-standing, relatively small, single purpose building located on a separate building pad where business is primarily directed to drive-through or walk-up service is not considered to be in keeping with the purpose of the Historic Area, which is to enhance and preserve the historical character of the area and to preserve the major historical resources.

c. Open Space

The major existing historic area open space is the grounds of Mission San Luis Rey. An open space network is encouraged to link two open spaces to the south of Mission Avenue; Ivey Ranch Park and Dean Heyenga Park, as well as Heritage Park to the north with the mission. In addition, the Parish and Sisters of the Precious Blood and the San Luis Rey Academy to the west should be addressed as part of this open space system. A pedestrian and bicycle circulation system joining these open spaces to the Historic Core is desirable.

POTENTIALS and CONSTRAINTS



LEGEND

- HISTORIC AREA BOUNDARY
- HISTORIC CORE AREA POTENTIAL
- COMMERCIAL VILLAGE AREA POTENTIAL
- GATEWAY POTENTIAL
- SPECIAL INTERSECTION POTENTIAL
- MAJOR STREET POTENTIAL
- HIGHWAY 76 STREETSCAPE POTENTIAL
- LONG DISTANCE VIEWS
- SHORT DISTANCE VIEWS
- TRAIL POTENTIAL
- AREA OF HIGH FUTURE POTENTIAL
- OPEN SPACE POTENTIAL
- SAN LUIS REY RIVER

MISSION SAN LUIS REY

THE PLANNING CENTER

2. Historic Core Concept

The primary purpose of the establishment of the Historic Area in 1983 was to preserve the integrity of the Mission San Luis Rey and other historic sites in the area. The Historic Area boundary includes all properties within approximately one-half mile surrounding the Mission which recognizes the Mission's immediate sphere of influence. The concept of delineating the Historic Core *(see Historic Core Exhibit)* is to establish a conceptual design for the protection of the major historic and archaeological resources in the area and those lands that are in the viewshed of these resources.

The Core Area is composed of Mission San Luis Rey; Heritage Park and vacant land north and west across Peyri Drive; a small, condensed commercial village area; Ivey Ranch Park and hillsides facing the Mission; a resort hotel site and combined parking lots *(see Potentials and Constraints Exhibit)*.

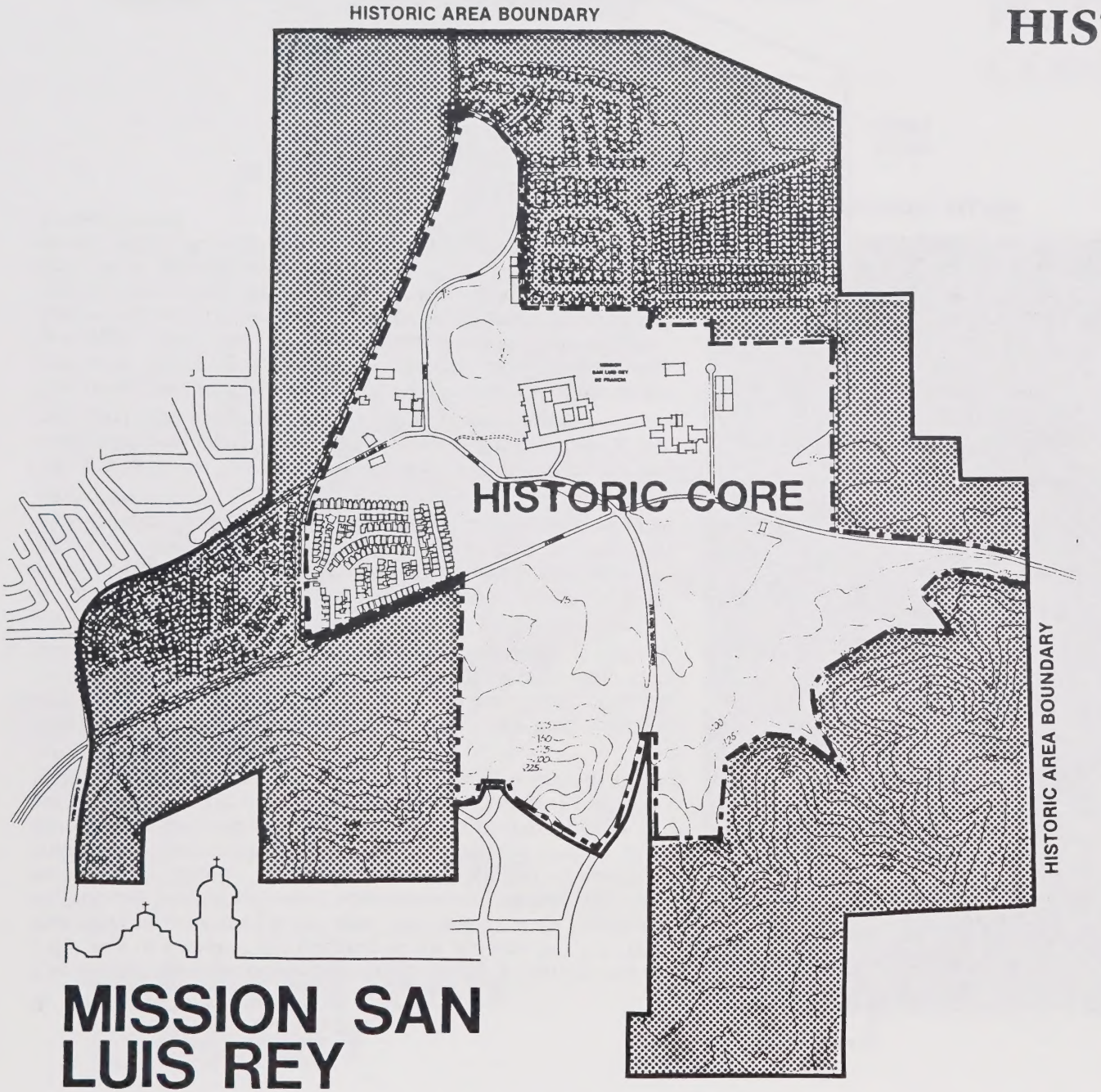
All of these components are then to be linked by a linear park. A series of promenades, landscaped walkways and pedestrian scale roadways will provide unity and consistent historic character will be created through the use of the design guidelines described in this text.

The intent of the Historic Core concept is to reinforce the existing historical character by sensitively combining existing and proposed land uses into a recognizable historic setting.

The conceptual design for the Core Area consists of three major land uses, including residential, commercial and visitor serving, and open space *(see Core Area Diagramatic Plan Exhibit)*. Future residential developments in the Core Area will be located adjacent to Heritage Park and south of Mission Avenue in the forward slope area. It is important that these developments sensitively reflect the adjacent historic and archaeological resources in their design.

PROPOSED COMMERCIAL VILLAGE

HISTORIC CORE



THE PLANNING CENTER

Commercial Village Area

Within the Historic Core, a small intense "commercial village area" at San Luis Rey Road, Douglas Drive and Peyri Drive is planned to be developed as a visitor related shopping area. In addition, future visitor related lodging, such as a resort hotel, is encouraged at the intersection of Mission Avenue and Douglas Drive. It is recommended that a series of small shops be developed in a dense pattern to encourage pedestrian usage of the shopping area. Parking should be provided in consolidated lots on the periphery of the commercial village.

Commercial Village Tenant Mix

The tenant mix of the commercial village is of the utmost importance. In order to develop a critical mass of sufficient intensity it is recommended that exclusion of general commercial convenience uses be enforced. The shops should work as a whole, using each other to create a certain "vitality" to the area. Shops which create little pedestrian traffic are not desirable and should not be considered for inclusion into the village. No freestanding drive through commercial structures and convenience commercial uses will be permitted.

Uses in the commercial village are encouraged to include pedestrian related tourist commercial uses, such as:

- restaurants
- bakeries
- handicraft shops
- art galleries/book stores
- curio shops/antique shops
- bed and breakfast inns
- flower shops
- other commercial uses serving the needs of visitors

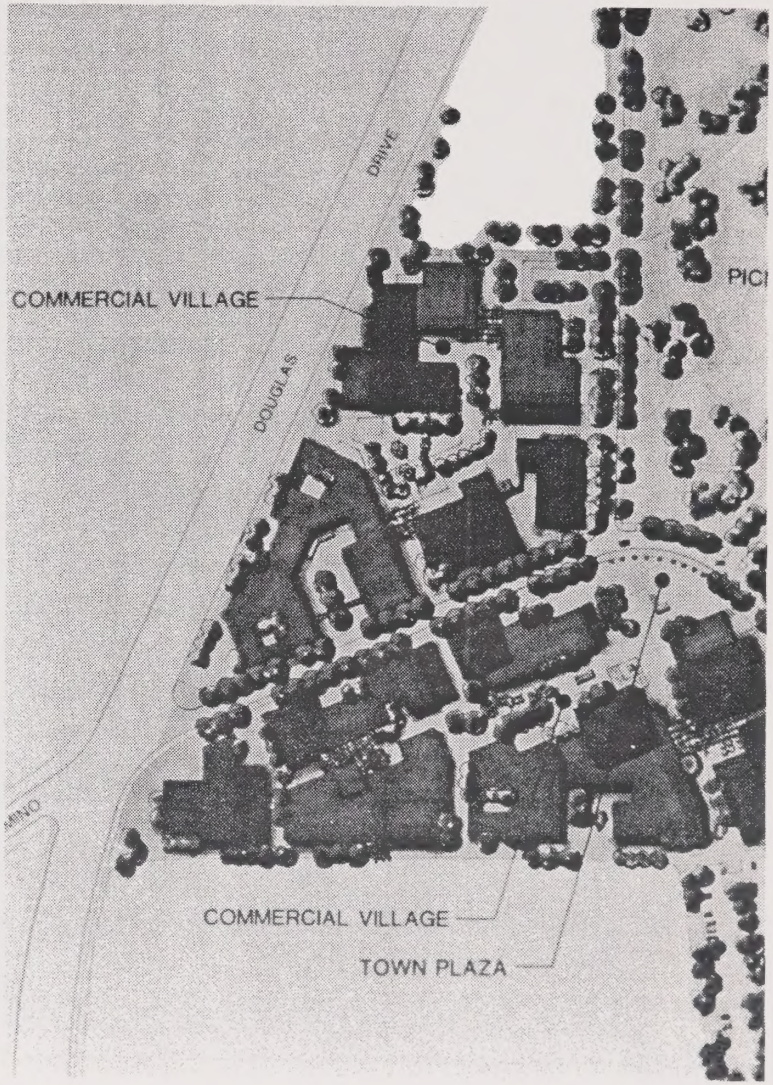
Commercial Village Design Concept

The design concept for the commercial village is to develop an exclusive pedestrian environment near the Mission with very little vehicular intrusions *(see Core Area Conceptual Design)*. A strong landscape and architectural context utilizing historic design elements compatible with the Mission is sought. The buildings should vary from one- to two-story in height. They should form small "blocks" of shops without gaps between them, separated by narrow pedestrianways, courts, and plazas. Strolling from shop to shop through covered arcades is envisioned, with the courts and plazas accommodating outdoor dining and other uses. The village would then act as a trail terminus or stopping off point for people proceeding to or returning from the Mission.

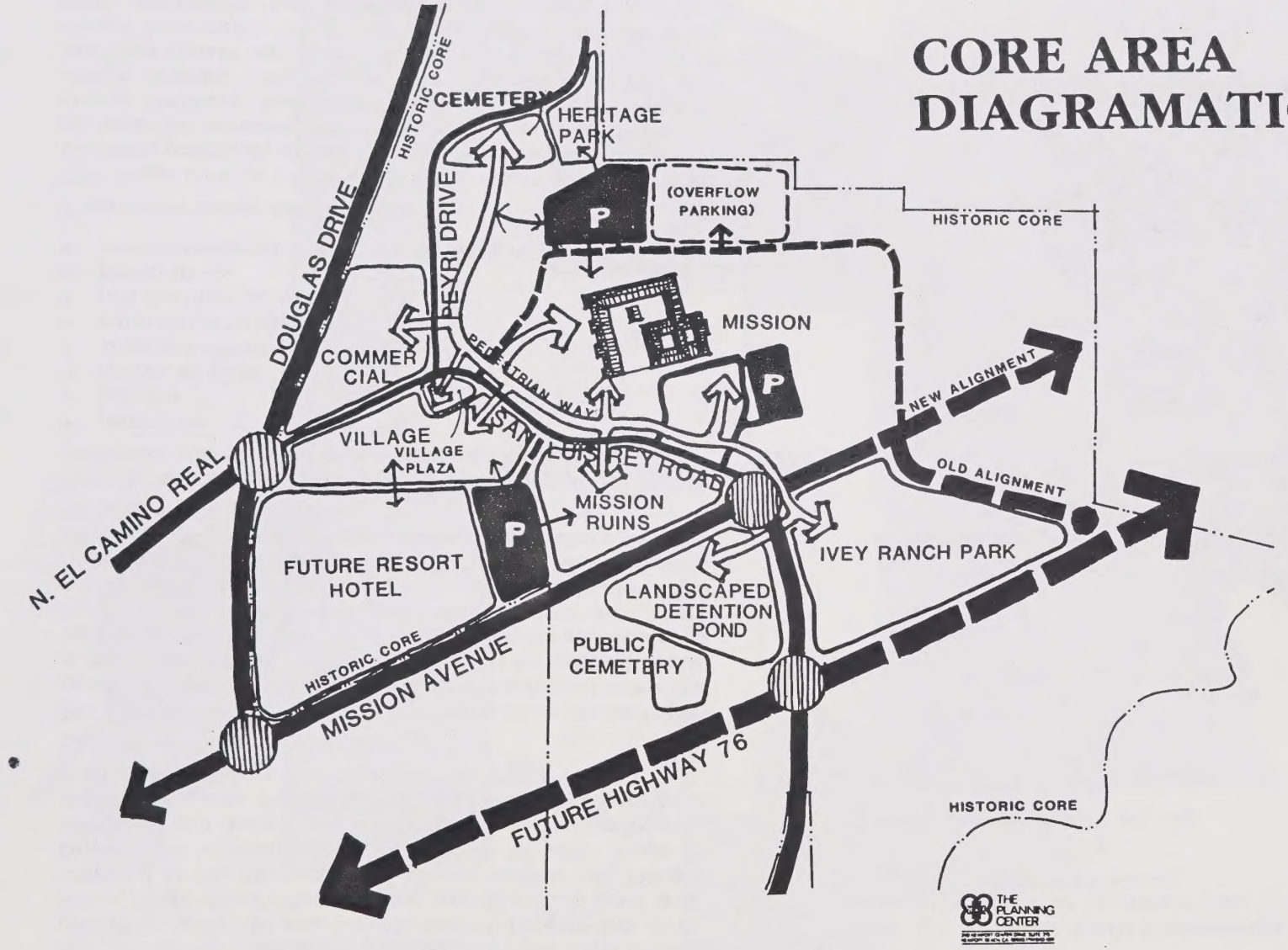
Shared parking areas strategically located to serve the village, the parks and the Mission would be accessed off of San Luis Rey Road.

San Luis Rey Road would accommodate automobile traffic, but would be pedestrian oriented in scale. It would be rich with textures, trees and street furniture.

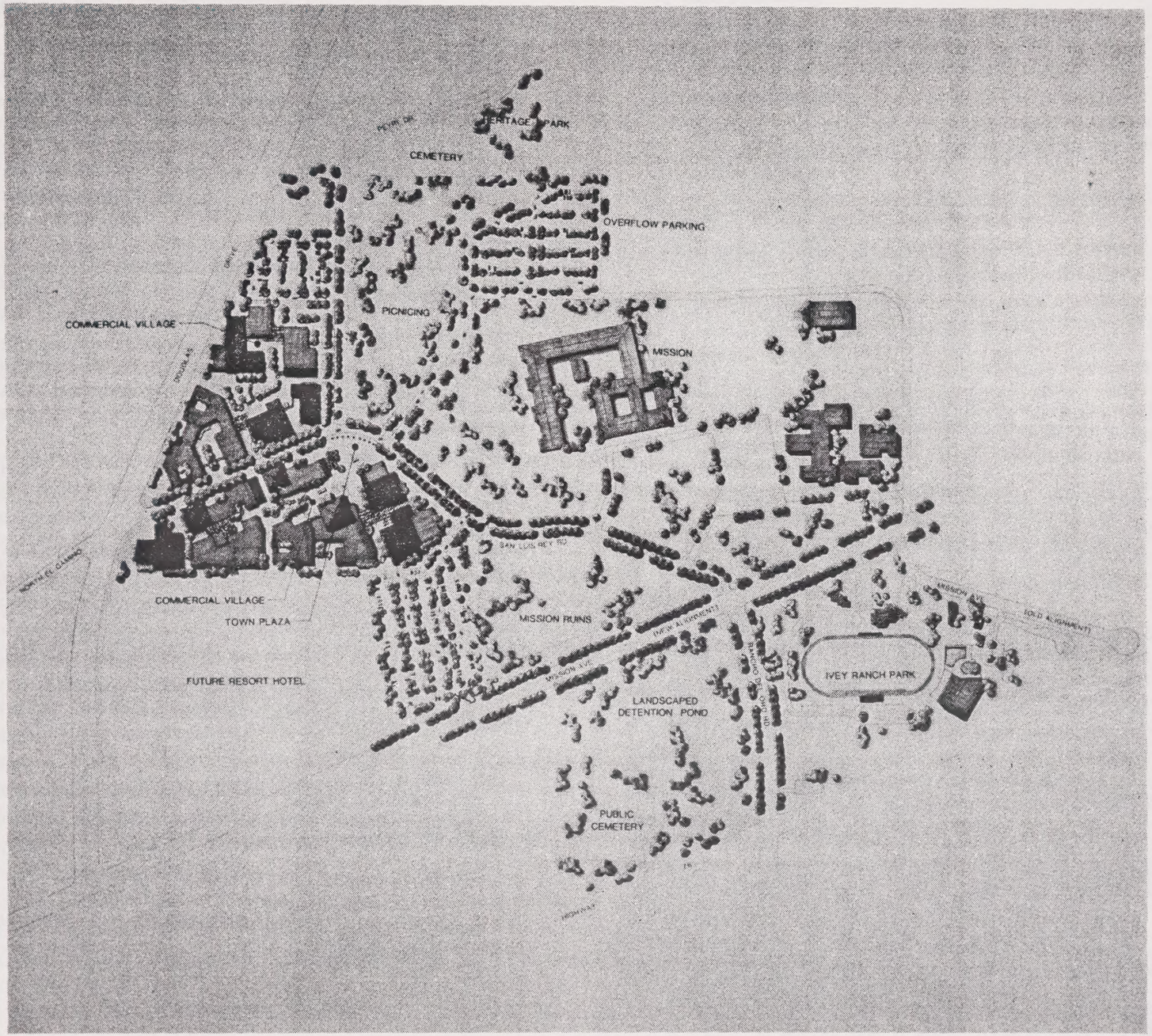
PROPOSED COMMERCIAL VILLAGE



CORE AREA DIAGRAMATIC PLAN



CORE AREA CONCEPTUAL DESIGN



3. Circulation Concept

A circulation framework is an important means of linking land uses and directing movement in and through the Historic Area. The following circulation elements should be identified:

a. Major Streets

Major streets shall be defined as the main streets that are utilized by most visitors to access the Mission San Luis Rey from outside the historic area.

b. Gateways

A gateway is perceived as an important entrance to the historic area. It occurs when a major street crosses the historic area boundary; and is usually an intersection.

c. Special Intersections

A special intersection is significant because it indicates that a major street has arrived at the Historic Core.

d. Historic Core Streets

These streets are located entirely within the boundary of the Historic Core. These streets will require special attention and historic emphasis.

e. Parking

Parking refers to any area permanently reserved for the purpose of keeping motor vehicles. Vehicular parking areas were not a part of the historic setting for the Mission and should be concealed and limited wherever possible.

f. Walkways, Trails and Paths

Walkways, trails and paths should be emphasized to promote pedestrian and non-vehicular circulation in the historic area.

4. Open Space Concept

a. Open Space Linkage System

One of the physical aspects of Mission San Luis Rey that sets it apart from most other California missions is its location upon a broad open knoll which overlooks the remainder of the Mission San Luis Rey Historic Area. The open space which surrounds the Mission uniquely enhances this location.

A continued physically attractive environment is essential to the future economic strength and revitalization of the Mission San Luis Rey Historic Area. As vacant lands that are zoned for development become built up, the existing open spaces will become most critical to the Mission's integrity and its siting. It is with this in mind that the existing and potential open spaces sh l be dealt with in a comprehensive manner.

Public street rights-of-way are the most overlooked potential to enhance the linear open space network of the Mission San Luis Rey Historic Area.

The Mission San Luis Rey Historic Area Development Program and Design Guidelines creates an opportunity to design a network of streets and walkways that will supplement existing pedestrian movements. New pedestrian routes for visitors and residents alike should be provided to connect existing open space amenities and proposed commercial and open space nodes.

b. Visual Resources

Unique cultural and natural (physical) features should be identified and assessed for their potential as visual resources. This should include views to and from major landmarks and view objects, as well as important views from public streets and right-of-ways.

5. Visitor Needs

Visitor related facilities are needed within the historic core and should be encouraged. This includes visitor commercial shopping as well as inns, bed and breakfast establishments, small motels and, in the long range, a resort hotel to provide accommodations near the Mission. It is important that these be historically appropriate and well located within the historic core so as not to conflict with the enjoyment of the historic resources.

C. HISTORIC AREA DESIGN GUIDELINES

Introduction

The City of Oceanside values the Mission San Luis Rey Historical Area as a physical, as well as a cultural setting for Mission San Luis Rey. The Mission's architectural style and detailing are of special historical interest and warrant repeating, without exact duplication, in future adjacent architecture. The City of Oceanside seeks to preserve these special qualities in the historic area, while maintaining creative freedom for future development.

The architecture of Mission San Luis Rey is regarded as one of the finest examples of a California mission church. Its style is a composite of Spanish-Moorish and Mexican, built of adobe faced with brick.

The California missions have design elements in common, such as solid, massive walls with buttressing; a large patio with a fountain or garden; broad, unadorned wall surfaces; and low pitched tile roofs. Other common features are arcaded corridors and walkways, arches carried upon columns, curved gables with pediments, and terraced bell towers with lanterns. These design elements are the basis of the "Mission Revival" style.

The use of a Mission Revival or Spanish Colonial Revival palette of historic form elements and materials shall be encouraged in the Mission San Luis Rey Historic Area. Toward that end, the design guidelines for development in the Mission San Luis Rey Historic Area are provided.

The design guidelines are to be applied to all new construction and rehabilitation within the Mission San Luis Rey Historic Area. Although the following projects are still to be reviewed, notable exclusions from architectural guidelines include:

- all existing detached single family and two family (duplex) homes
- any development proposal on the Ivey Ranch Park site
- any buildings in Heritage Park

Factors that will be considered when reviewing proposed projects include, but are not limited to:

- proximity to the Mission
- proximity to the Historic Core
- location on a major street, special intersections, gateways and historic core streets
- views from the Mission San Luis Rey grounds
- views of Mission San Luis Rey

1. Site Planning

Site development in the Mission San Luis Rey Historic Area shall compliment the Mission San Luis Rey, and not be detrimental to the perception of a unified historic area.

a. Building Siting

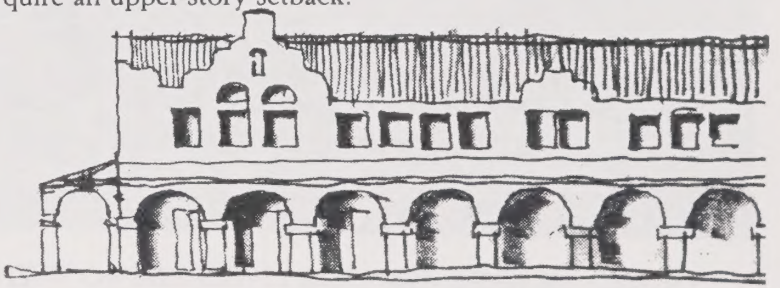
- Building sites should be developed in a coordinated manner to avoid a confusing street scene of mixed architecture styles, and building scale.
- Buildings should be sited in a manner that will be compatible with adjacent buildings and landscapes.
- Building entrances should be oriented toward street frontages, central courtyards, arcades or parking lots.
- Building site coverage in the Historic Core commercial village area (defined as the building/ground contact area of the total net lot area) should encourage a dense pattern of small shops, inner courtyards and arcades, and may exceed sixty (60) percent of the area of the lot subject to approval by the OHPAC. Maximum building site coverage in the remainder of the Historic Area shall be governed by the City of Oceanside Zoning Ordinance.

b. Building Form and Height

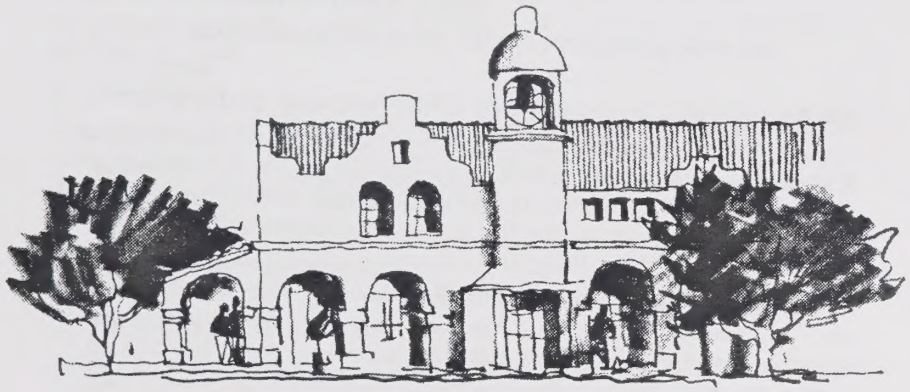
Visual consistency and a historic identity are major goals of the Mission San Luis Rey Historic Area. Primary elevations of separate building fronts should appear connected to reflect a cohesive building mass. This can be accomplished through the use of common arcades.

The building form of the Historic Area will be predominantly low in profile. The sketch illustrates a building that is horizontal (height less than one half width) in nature.

Mission Revival and Spanish Colonial Revival architecture is generally horizontal in its proportion. One and two-story structures are encouraged throughout the Mission San Luis Rey Historic Area. Structures over two stories are discouraged, and will be reviewed on a case by case basis to determine if they require an upper-story setback.



No buildings in the Mission San Luis Rey Historical Area are vertical (height is more than twice width) in their appearance. Vertical buildings are discouraged in the Mission San Luis Rey Historic Area, although limited use of vertical accents of clock and bell towers are encouraged upon approval of OHPAC.



c. Building Setbacks

Building setbacks from street and interior property lines will be maintained to provide a unified and distinctive character within the historic area. The City of Oceanside zoning ordinance shall govern the historic area unless otherwise noted.

In addition, mandatory building lines shall be required to create strong street frontages for the following areas:

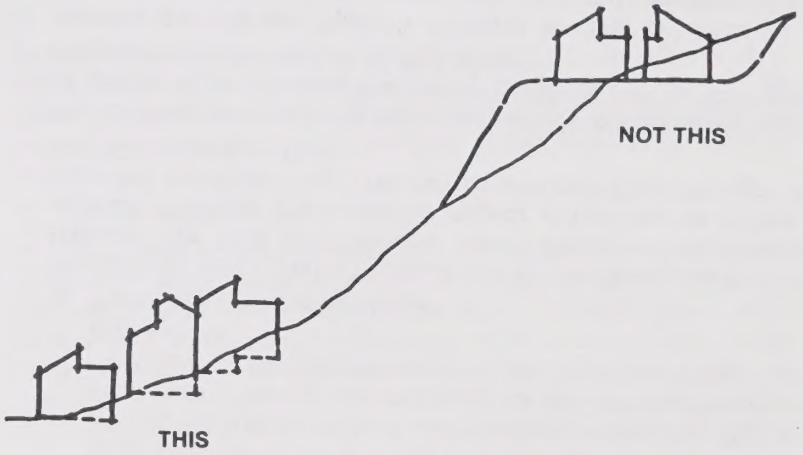
Commercial Village Area: At the first floor level a minimum of 50 percent of the front building face shall be located at the front setback line (includes arcades).

Major Streets: A minimum of 25 percent of the front of a non-residential building face below 26 feet in height shall be located at the front building setback line.

d. Grading And Drainage

Site grading design should compliment and reinforce the historic character of the area. Raised building pads, raised landscape areas and berms, wall, or other graded landforms shall provide reasonable transitions between lots and land uses.

Grading shall comply with City of Oceanside Grading Ordinance and Hillside Development Regulations and Guidelines.



TERRACE STRUCTURES WITH TOPOGRAPHY

e. Utilities

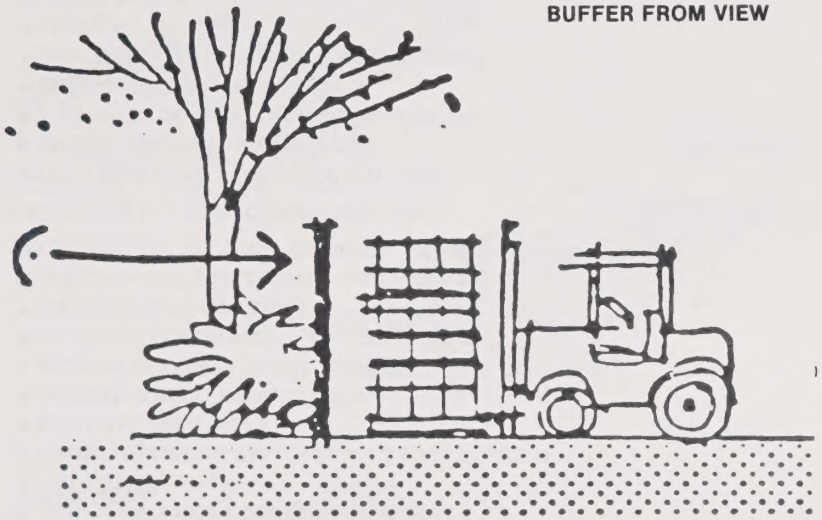
To achieve a historic setting for the Mission San Luis Rey, it is important that the entire historic area be visually free of overhead power and telephone lines, utility poles, and other related equipment and components.

All exterior on-site utilities including, but not limited to, drainage systems, sewers, gas lines, water lines, and electrical, telephone and communication wires and equipment shall be installed and maintained underground.

Above ground equipment (transformers, etc.) shall be located out of view in public rights-of-way, and screened with walls, fences, vegetation or combinations thereof. A mixture of materials, textures and colors is encouraged.

Temporary overhead power and telephone facilities are permitted during construction.

BUFFER FROM VIEW

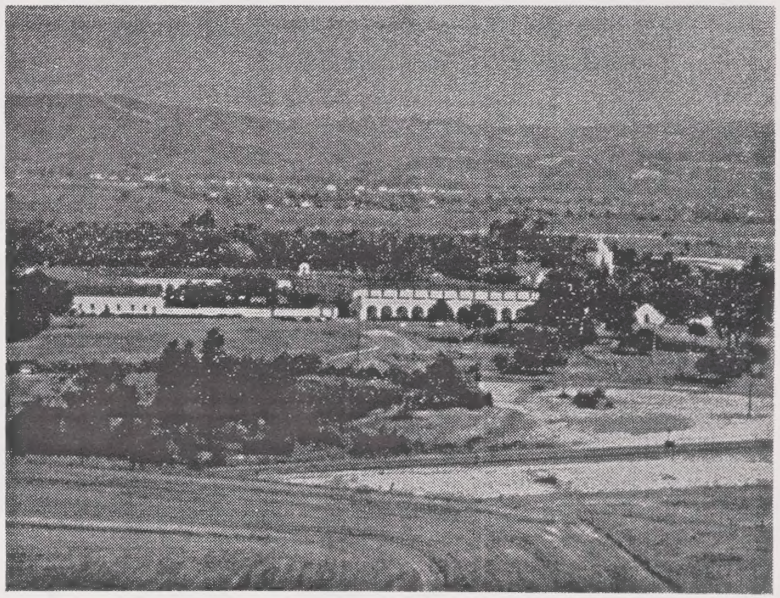


f. View Preservation

Much of the identity and historic character of the Mision San Luis Rey is derived from its original open agricultural and rural setting. This setting is rapidly changing today as large residential and commercial developments are being planned or built in the historic area.

View presentation is concerned primarily with safeguarding views *to* the site from major streets and highways, as well as protecting views *from* the Mission from intrusion by contemporary man-made features. Views are affected by the following visual resources.

- Viewpoints: Locations which provide the observer a panoramic or expansive view of the historic area or the Mission shall be preserved where possible. The open knoll which is a high point on the Mission grounds shall be preserved as a viewpoint. In addition, the north facing open edge of San Miguel Court shall be preserved as a viewpoint overlooking the historic area. A hiking trail from the mission to this point should be provided.
- View object/historic landmark: The Mission San Luis Rey shall be regarded as the major significant historic landmark and view object in the historic area. Views to the Mission from major streets shall be protected wherever possible.
- In addition, the undeveloped face of the hillsides south of the Mission (above the future Higway 76 alignment) shall be kept in their native state as much as possible. If altered, native plant species should be introduced to modified slopes to minimize the impact on views southward from the Mission.



VIEW OF MISSION FROM SAN MIGUEL COURT

2. Architectural Guidelines

California Mission Revival and Spanish Colonial Revival architecture has some common design elements listed below. It is these design elements that are encouraged for the Historic Area:

- one or two-story building heights
- red clay tile roofs
- shallow-pitched tile roofs 2:12 to 6:12 pitch
- solid, massive walls
- smooth stucco wall surfaces
- arcades of round headed arches, set on columns
- enclosed courtyards
- recessed wall openings
- white or soft pastel earth tone colors
- ceramic tile accents—planters, benches, fountains, etc.

The elements to *avoid* or minimize are:

- high pitched or extensive flat roofs
- simple, box-like architecture
- rustic ("woodsy") architectural styles
- large roof/eave overhangs
- extensive use of wood, glass, or metal
- slumpstone walls
- wood siding
- dark wall colors

The various components and structures of Mission Revival and Spanish Colonial Revival Architecture which are most important in establishing a definable context are described in detail. These include:

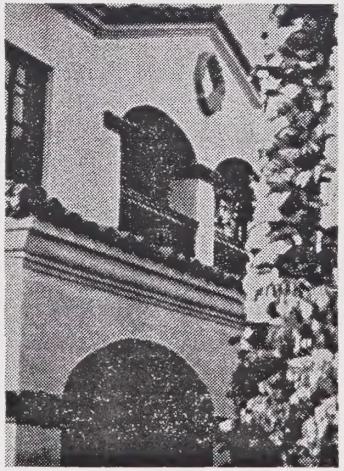
a. Building exterior walls
b. Roof pitch and material
c. Windows
d. Columns and arches
e. Exterior doors
f. Garden walls and fences

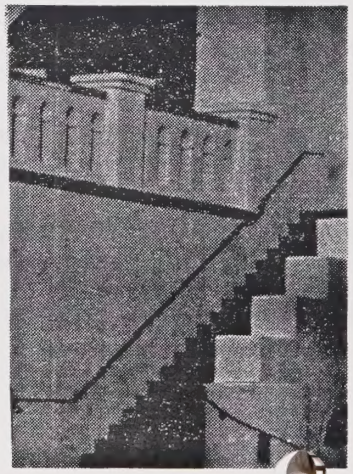
a. Building Exterior Walls

Building exterior walls shall have the appearance of stucco and the surface finish shall be smooth. Heavily textured stucco walls are prohibited.

Adobe walls or adobe simulation walls (slumpstone painted in darker colors) should not be used for structural (load bearing) walls. Wood, metal, glass, brick or slumpstone are specifically prohibited as predominant exterior wall materials.

At k[illegible] wall openings on primary (street facing) exterior walls, an app[illegible]nce of "thickness" and mass shall be expressed.





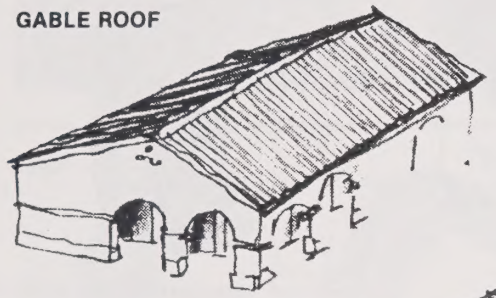
b. Roof Pitch and Materials

Roof pitch for Mission style architecture is typically low pitch. A 3:12–6:12 (vertical:horizontal distance) roof pitch is required for all main roof surfaces, with the exception of arcades or colonnades.

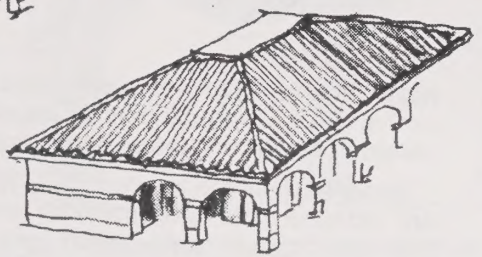
Roof pitch for attached arcades or colonnades shall be a minimum 2:12. Roof types shall be restricted to low pitched gable roofs, with the occasional use of a hip roof or shed roof as an accent at the end of the building. The use of a mansard, A-frame, jerkin-head gambrel, or flat roofs is specifically prohibited.

Roof material shall be comprised of standard mission barrel clay tiles. Each tile shall be a uniform reddish color and non-reflective (unglazed) for a soft finish look. Plastic tiles shall not be permitted. On primary (street facing) roofs, the tiles shall be "U" tiles.

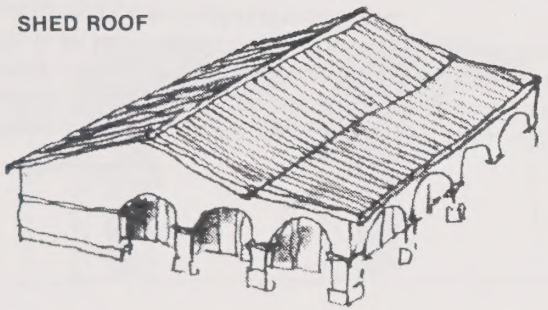
GABLE ROOF

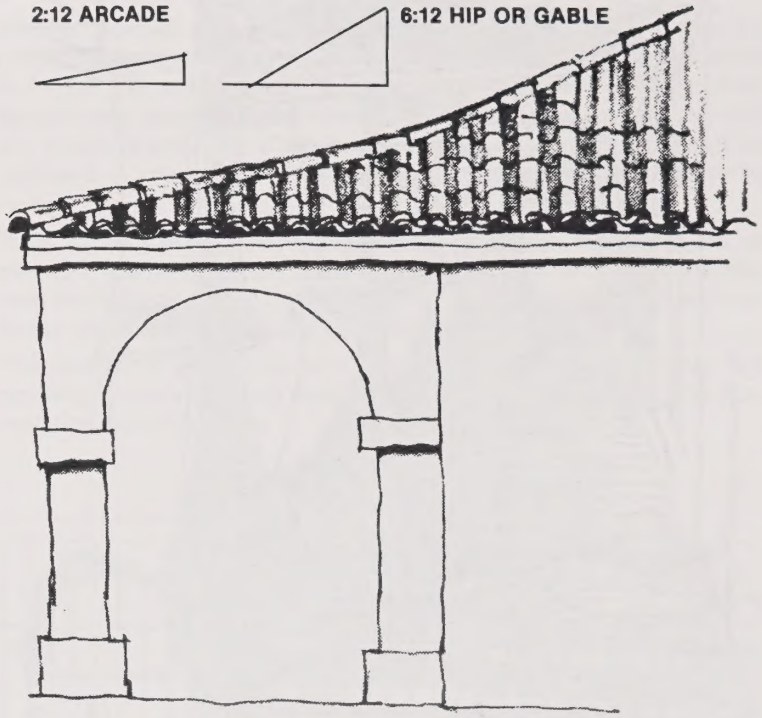


HIP ROOF



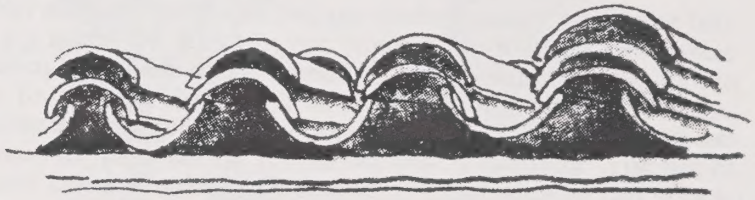
SHED ROOF





Secondary (non-street facing) roofs may utilize "S" tiles of clay or concrete. A random application of tiles is preferred to a symmetrical design. Tiles at the ends of the eaves shall be double or triple layered with exposed rusticated mortar to emphasize thickness.

All flashing, vents, pipes and sheet metal will be colored to match the adjoining roof or wall material. Solar panels are to be flush with the roof slope and screened from view.



"U" SHAPED TILES

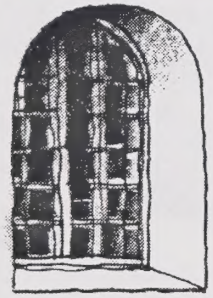
"S" SHAPED TILES

c. Windows

Mission style windows range in shape from small rectangular, multi-lited casement frames to large round headed windows. Deeply recessed windows (minimum of twelve inches) in thick walls is an important characteristic. The use of flower pot shelves beneath windows is also encouraged.

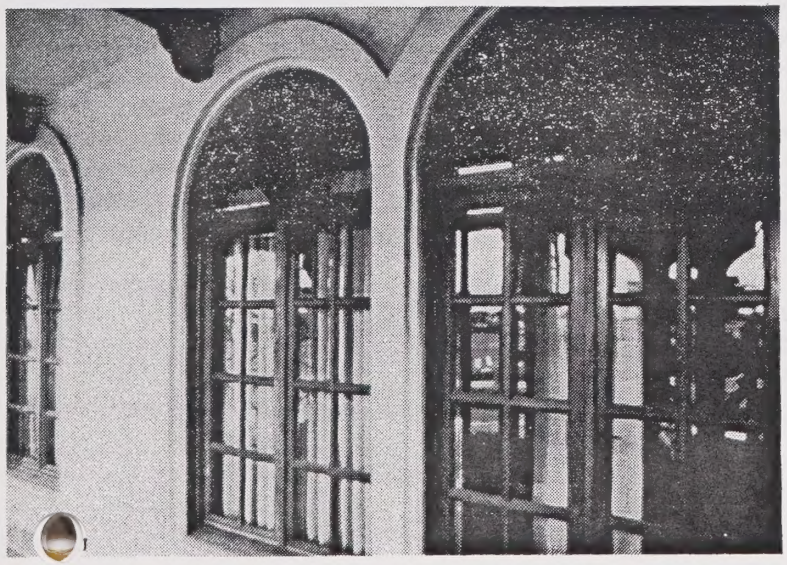
Many colors for window trim are used on Mission San Luis Rey. Acceptable trim colors include pastel blues, greens, reds, and beiges. Multi-lited windows recessed into wall surfaces are strongly encouraged as display windows for commercial areas.

The use of louvered glass, glass block or non-anodized aluminum frame windows is inappropriate. Reflective mirror glass is prohibited. Fabric awnings are permitted in moderation, while metal awnings are prohibited.



RECOMMENDED

AVOID THIS

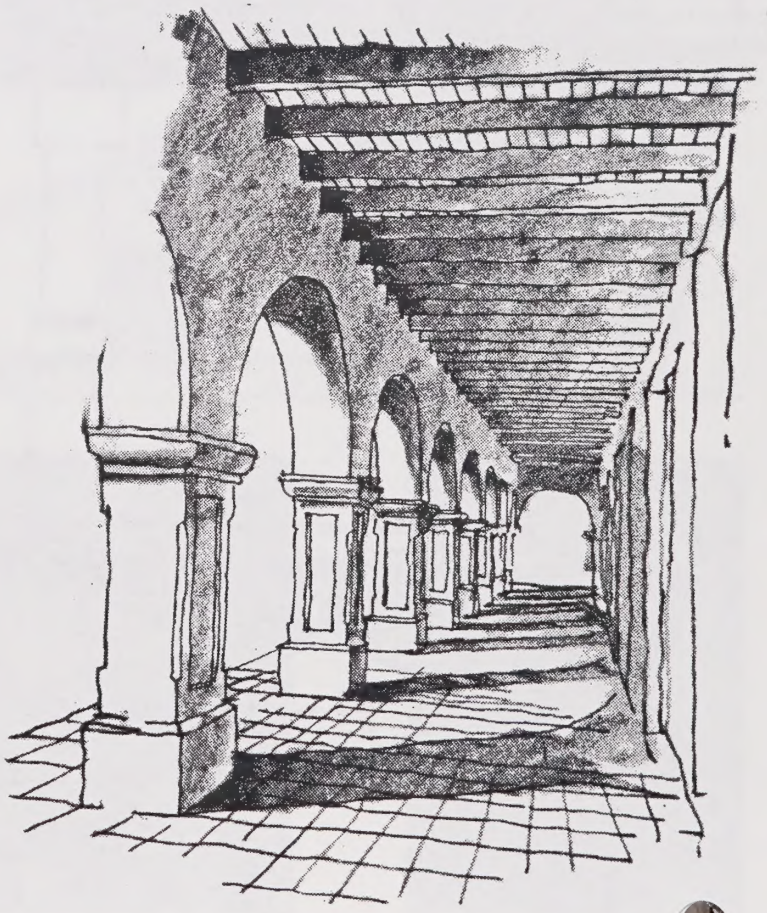


d. Columns and Arcades

Stucco columns should be square in cross section and appear massive in thickness; 16 inches per side is desirable. The use of capitals and column bands is encouraged. A capital, approximately 2 to 3 inches thick by 3 to 6 inches high, should be incorporated at the top of the columns. The column's height should be 4-5 times the width of the column (16 inch). A base band, height approximately one half the column width, should be provided.

Arcades shall have semi-circular arches in regular series with columns as supports. Variations such as parabolic arches, or flat arches are not acceptable.

Arcades, patios and colonnades are typically paved with tile, brick or stone.



d. Columns and Arcades (cont.)

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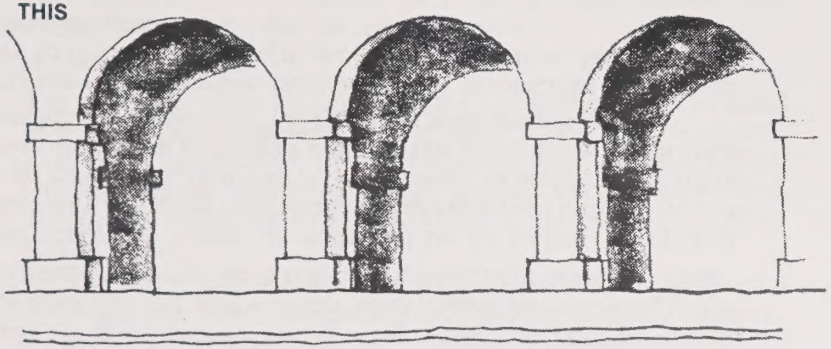

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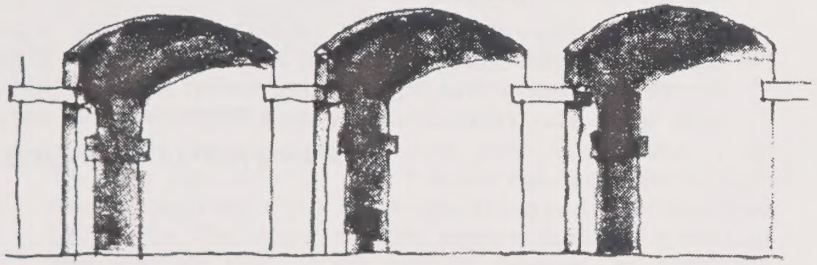
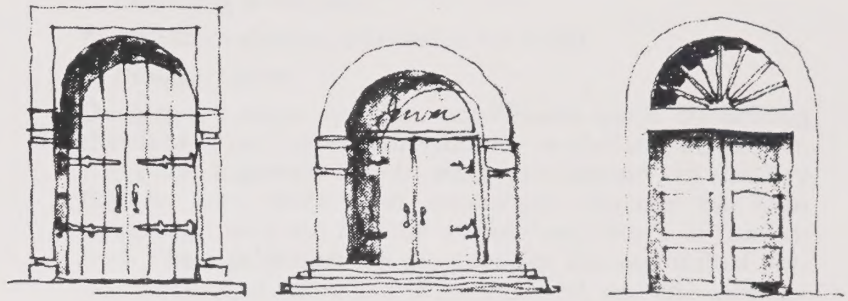


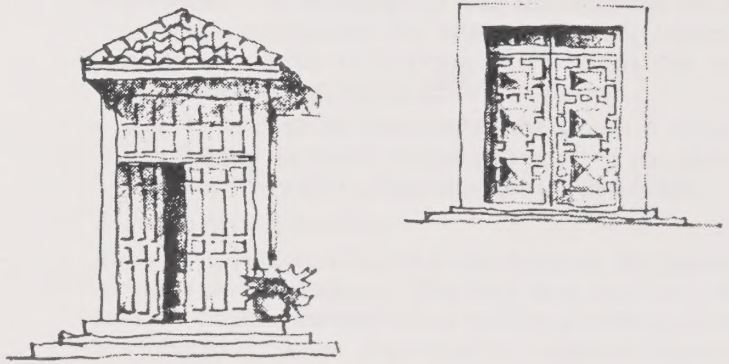
e. Exterior Doors

Mission Revival and Spanish Colonial Revival exterior doors are typically made of heavy wooden planks or panels. The doorway is frequently arched with a glass fan window above the door header *(see detail)*. Arches over doors are strongly recommended. Doors shall have plain or decorated moldings and shall be recessed a minimum of twelve inches into primary building walls.

Trim treatment of doors, as with windows, may be tile or painted. Doors themselves are usually painted or stained to contrast with the building color. The use of non-anodized aluminum frame glass doors or sliding glass doors are prohibited.

The design of garage doors should be wood with a 'heavy' appearance. Colors should match the other building doors and contrast the building color.





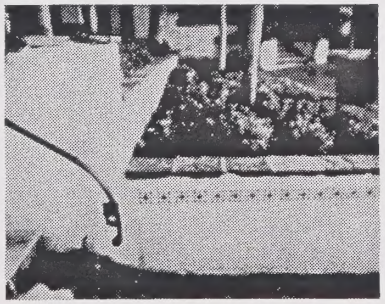
f. Garden Walls and Fences

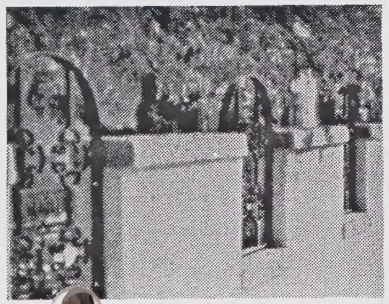
Garden or freestanding walls are traditionally very thick, with smooth, irregular stucco finishes. The stucco finish for garden walls shall be similar to the finish on building walls. Highly textured or heavily troweled stucco finishes are prohibited.

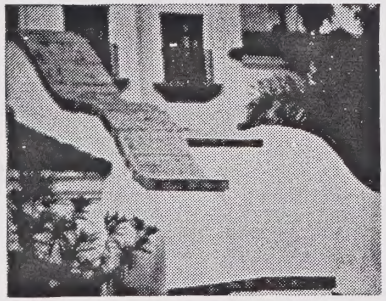
"Bull nosed" (rounded) corners and edges further heighten this effect. The use of cornices, tile insets, and landscape vines on walls are good accents and provide visual contrast, but should not dominate the wall surface. Walls should have flowing or undulating tops. Some walls may incorporate benches and seating.

The maximum height of walls will be 36 inches. Exceptions: walls may be higher (to a maximum of eight feet) only when used as an entry wall, sign wall or if necessary to screen street traffic noise or conceal parking or utilities. The minimum wall thickness should be 8"; however, 12–18" thick walls are preferred.

Fencing shall be simple, open and made of materials complimentary to the building design, such as wrought iron. Shiny metallic fences are prohibited.







3. Circulation, Parking and Paving Guidelines

Circulation systems are the roadways, walkways, trails and transit systems that allow residents and visitors to get from place to place within the historic area. The important entry points, major streets, special intersections in the Historic Area, and movement through the historic core area warrant special attention to emphasize the historic character of the area.

Parking in a historic area is an important consideration because the public view of open paved parking lots can detract from or obscure the historic theme of the area.

Paving of circulation surfaces is an important expression of the historic theme in the area. This is especially important in the Historic Core. The textures of paving can guide activities and movement patterns; it can channel traffic or prevent it from encroaching on specific areas; it can speed movement or slow it down. Smooth surface materials encourage walking, rough surfaces slow or inhibit walking. Paving materials therefore influence useability and comfort, as well as the perception of a historic time period.

A pedestrian, hiking and bicycle trail system through the Historic Area is an important means of providing recreation with education. Historic resources should be linked and signs provided to educate users about the history of the area.

a. Major Streets

The structure of the Mission San Luis Rey Historic Area is based in part on four major streets. The major streets include Mission Avenue, Douglas Drive, North El Camino Real, and Rancho Del Oro Way. These are termed "major streets" because they represent the four circulation routes to access the Mission San Luis Rey Historic Core.

- The major streets of the Historic Area should undergo careful evaluation before a widening and upgrade to higher capacity.
- Major streets should each have consistent paving, street trees, lighting, signage and other street furniture to increase the identity of the historic area.

The following description of Major streetscapes is provided below.

1. Mission Avenue

This is clearly the most important street in the Mission San Luis Rey Historic Area. It is a major east-west arterial with four through lanes west of Douglas Drive and three lanes east of Douglas. The major vehicular entry to the Mission San Luis Rey Historic Core is via Mission Avenue. As such, the streetscape development should be designed with a high positive visual impact and concern for views of the Mission. The following are the detailed design requirements.

- *Setbacks.* All buildings or parking should be setback an average of 25 feet and a minimum of 10 feet from the curb. Exception: a minimum of 5 feet will be permitted to allow for bus turnout lanes. Within the 25 foot setback area there should be regular landscape pockets with clumps of street trees, and consistent walls and sidewalks. Note: a 10' × 10' planting space for street trees, exclusive of sidewalks is a minimum requirement. The sidewalk should be set back a minimum of 5 feet from the edge of the curb and parallel it; it may be set back further to go around street trees.
- Walls should be set back from the edge of the curb a minimum distance of 10 feet and, whenever possible, 25 feet. The walls may be continuous along the length of the property or broken into sections with bougainvillea planting filling in the gaps.
- Bike lanes shall be provided in the street.

2. Douglas Drive

Douglas is a major four lane north-south spine, connecting the Mission San Luis Rey Historic Area with Camp Pendleton. It is a very important arterial within the Mission San Luis Rey Historic Area. Much of its streetscape character has been established between Mission Avenue and North El Camino Real. These guidelines are provided for this established portion of Douglas Drive if it is redeveloped, and the area between North El Camino Real and the San Luis Rey River as it naturally develops over time.

- *Setbacks.* The building and wall setbacks will be the same as those established for Mission Avenue, however, the sidewalk, rather than being 5 feet from the curb will meander throughout the 25 foot setback.
- Bike lanes shall be provided in the street. A separate jogging/hiking trail shall also be provided to connect the San Luis Rey River to the Historic Core at Peyri Drive.

3. North El Camino Real

In terms of vehicular routes to the mission, El Camino Real is the least direct roadway. This four lane roadway, from the Mission Avenue intersection to the Douglas Road intersection is probably the most established in terms of streetscape. As such no substantial changes are proposed. Continued maintenance of the streetscape corridor of North El Camino Real is encouraged to sustain its existing character.

4. Rancho Del Oro Way

Rancho Del Oro Way is a low volume two lane street providing access to residential development south of Mission Avenue. However, future plans for the proposed Route 76 Expressway call for it to have an at-grade intersection at Rancho Del Oro Way. This is very significant because the only planned access to the expressway within the historic area would then be via Rancho Del Oro Way.

Rancho Del Oro Way is therefore considered a major street in the area, and may be enlarged to join Mission Avenue as a four-lane road in the near future.

- *Setbacks.* Buildings and walls shall be setback a minimum of 50 feet from the right-of-way north of the proposed highway 76 alignment to emphasize the open space and to provide a rural-like approach to the Mission.
- Bike lanes shall be provided off the street surface within the 50 foot setback. A separate jogging/hiking trail shall also be provided.

b. Gateways

The gateway entrances to the Mission San Luis Rey Historic Area shall be marked by thematic features that convey the quality and historic character of the Historic Area.

There are four principal gateways: on the west at Mission Avenue and El Camino Real; at the eastern edge of the Historic Area on Mission Avenue; on the north, at Douglas Drive and the San Luis Rey River channel; and a fourth potential major gateway may come to exist at the intersection of future Highway 76 and Rancho Del Oro Way.

GATEWAY MONUMENT

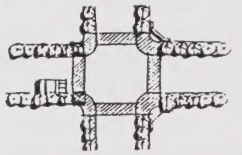
The following design example and guidelines will apply to all gateways:

- Historic area "image" announcements, such as sculpture, monuments, theme walls, symbols, paving, and landscaping should be used to create a sense of entry to the historic area.
- Design treatment shall focus on the public right of way, including corners and medians based on all the areas indicated on the Potentials and Constraints map. Directional graphics may be located here.
- Overhead entry banners will only be allowed here by permit for special occasions. *(see 5. Sign Guidelines)*

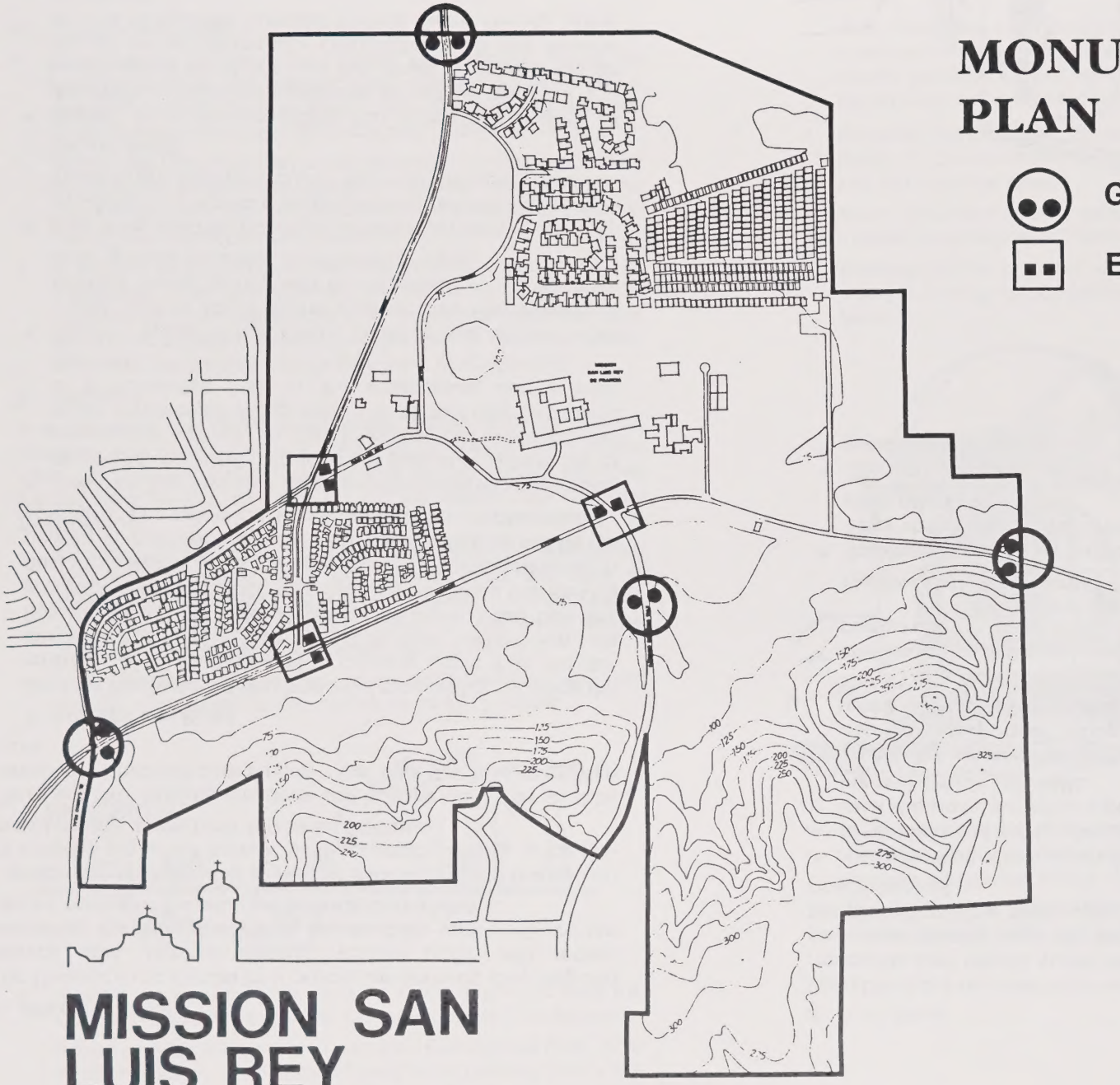
c. Special Intersections

Significant street intersections that create a "sense of arrival" at the Historic Core should receive special design treatment *(see example below)*. Special paving materials, landscaping, signage and street furniture should be utilized. There are three special intersections in the historic area. They are: 1) Mission Avenue and San Luis Rey Road, 2) Mission Avenue and Douglas Drive, and 3) Douglas Drive and San Luis Rey Road.

- City preferred colors and patterns of high grade pavers are encouraged within these intersections.
- The identity of the Historic Core should be announced and directional graphics may be located here.
- Special treatment will focus on the public right-of-way within a 100' radius drawn from the center of the intersection, including corners, sidewalks, roads and medians.



ENTRY MONUMENT



MONUMENTATION PLAN

GATEWAY MONUMENT

ENTRY MONUMENT

MISSION SAN LUIS REY

THE PLANNING CENTER

d. Historic Core

The Historic Core should be a pedestrian oriented shopping and cultural area. Limited through vehicle traffic will reduce pedestrian confrontations with automobiles and reinforce the historic setting of the area *(see Historic Core Exhibit)*.

A pedestrian environment should be established and maintained by keeping the street narrow with no street parking, using patterned paving, street trees and street furniture.

There are two existing streets in the historic core that shall be considered "historic core streets": San Luis Rey Road and Peyri Drive.

1. San Luis Rey Road

San Luis Rey Road is a two lane local road which connects the terminus of El Camino Real at Douglas Drive with the terminus of Rancho Del Oro Way at Mission Avenue. San Luis Rey Road provides local access to the Mission San Luis Rey grounds. It is anticipated that San Luis Rey Road will serve a dual purpose as a predominantly pedestrian oriented street. A pedestrian atmosphere with a high historic impact will be encouraged. The following design elements are recommended.

- *Setbacks*. San Luis Rey Road should promote an intimate, cloistered, pedestrian scale linear park atmosphere for its streetscape. Setbacks for buildings shall not exceed 15 feet in the commercial village area. The 15 feet may be utilized as a pedestrian way or for landscaping and a wide sidewalk.
- Remove street curbs where possible and replace with rolled curb or swale (to be approved by City Engineer). Historic theme paving will be required *(see 3g. Paving)*. Make gradual transition from street to walk.
- Bike lanes shall be provided off-street whenever possible. In addition, a separate jogging/hiking trail should be provided to link Rancho Del Oro Way with Douglas Drive.

Special Items:

- *Kiosks*. It is recommended that a limited number of descriptive, historically relevant kiosks be designed and incorporated along San Luis Rey Road. The kiosk design should be architecturally compatible with the Mission Revival or Spanish Colonial Revival theme *(see 4f. Street Furniture)*.
- *Bollards*. A wood, stone, concrete or stucco bollard with inset should be utilized to differentiate the pedestrian way om the vehicular route *(see 4f. Street Furniture)*.

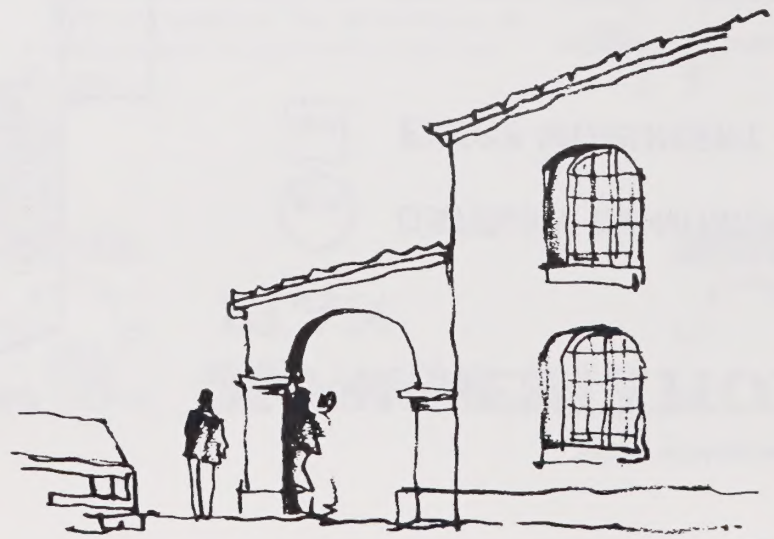
2. Peyri Drive

Peyri Drive is a two lane local road. Peyri Drive will provide a pedestrian and vehicle access with emphasis on providing a pedestrian linkage from the Historic Core to Heritage Park, peripheral parking areas and the single-family residential neighborhood.

- *Setbacks*. The setbacks for Peyri Drive should be 15 feet for commercial and residential structures. The 15 foot setback should be paved for a pedestrian way or for landscaping and a wide sidewalk.
- The design elements called out for San Luis Rey Road may also be incorporated along Peyri Drive. Note: Historic theme paving will be required from Via Los Padres to San Luis Rey Road.
- Mission walls, wells and ruins west of Peyri Drive shall be preserved.

Commercial Village Area

- Buildings should vary in height from one to two stories. They should form small "blocks" of shops that are internally oriented.
- Covered arcades, narrow pedestrianways, courts and plazas are encouraged.



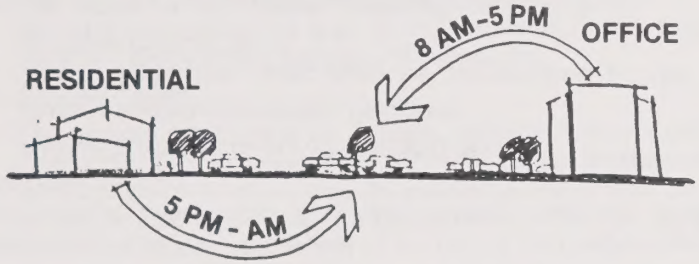
e. Trails and Paths

- A pedestrian walkway and hiking trail system should be established from the Historic Core connecting the Mission and Heritage Park to Ivey Ranch Park, San Miguel Court and Dean Heyenga Park *(see Potentials and Constraints Map)*.
- Within the Historic Core, a pedestrian path system should be designed to provide the visitor a historic walk around the Mission grounds and to connect the Mission with Heritage Park and adjoining commercial areas.
- A bicycle path system within the Historic Area should be established. *(see Major Streets and Historic Core)*. Bicycle trails shall be developed with a 10' minimum width and constructed of asphaltic concrete as specified in *CalTrans' Planning and Design Criteria for Bikeways in California*.

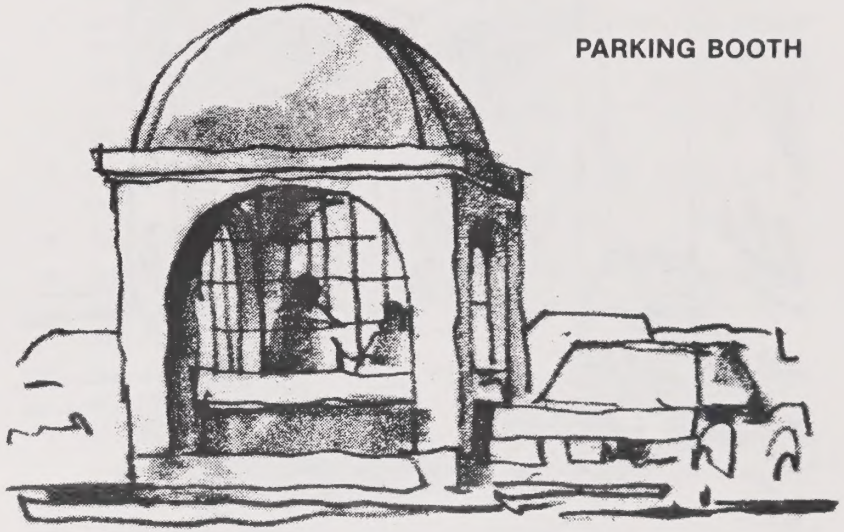
f. Parking

It is important that parking lots in the Historic Area be located, designed and landscaped to screen parked vehicles from public view. The following guidelines provide the acceptable methods for blending parking lots into the overall Mission San Luis Rey Historic Area.

- All parking areas (excluding entry and exit but including areas between driveways), shall be screened from the view of public rights of way, wherever possible, by decorative treatments, including, but not limited to low walls, berms, plantings, and buildings, or a combination thereof.
- Multi-user parking areas shared between buildings and uses shall be encouraged to the maximum extent possible.



- Massive areas of parking shall be discouraged. Parking lots shall be designed with pedestrian pathways and landscaping.
- Public parking within the "Core Area Conceptual Plan" shall be allowed only in designated peripheral parking lots or service areas once the peripheral parking lots are available. In the interim period, parking may be permitted on the site if there is an approved development plan that illustrates future commercial use of the parking area. The intent is to phase the on-site parking out and participate in future peripheral parking facilities once they are available.
- On-street parking shall be prohibited along Mission Avenue, North El Camino Real, Douglas Drive, Rancho Del Oro Way and San Luis Rey Road.
- Major vehicular access points for parking lots should be located as far as possible from street intersections as possible.
- Parking shall be oriented to permit pedestrian flow to shops without having to cut across more than two vehicle travel lanes.



- Parking facilities shall be designed so that a car within a facility will not have to enter a street to move from one location to any other locations within the same parking facility.
- Parking bays of greater than 10 parking stalls in a row shall not be allowed without a landscaped break (one stall wide).

g. Paving

Paving materials that reflect the historic materials used in the nineteenth century are required on specified Historic Core streets (San Luis Rey Road and Peyri Drive) and encouraged in the historic area where possible. Suitable road and parking materials include:

- Asphalt with special gravel aggregate surface.
- Stamped concrete cobbles, deep gray.
- Use of stabilized earth, such as decomposed granite and portland cement mix.

Paving within arcades, plazas, crosswalks and walkways:

- Red Clay tile (12" × 12") in areas of low pedestrian and automobile traffic only.
- Textured, Stamped concrete, deep red, with off-white grout (to resemble tile).
- Stamped concrete cobbles, deep gray.
- Brick or brick pavers, reds or browns.
- Stabilized earth, decomposed granite and portland cement mix (for footpaths).
- Wooden planks (some sidewalks).

STAMPED CONCRETE COBBLES

Limit the number of paving materials and patterns used in one place. Avoid the use of unstamped concrete, dark brick, glazed brick pavers, rustic stone (flagstone), and river rock.

- Driveway entries should be different pavement than sidewalk or street pavement.
- Vast expanses of concrete or asphalt, as in parking lots, are not permitted and should be modified with differing colors and paving patterns.

TILE PAVERS

4. Landscape Guidelines

Landscaping in the Mission San Luis Rey Historic Area shall achieve three specific ends: one, to unify and establish a Mission Revival theme; two, to soften the auto oriented new commercial development; three, to unify the Mission San Luis Rey Historic Area as a pleasant environment for residents and visitors alike. These three ends will be accomplished by a highly recognizable use of repeated planting treatments. Consistency and continuity within the street right-of-way and building setback areas is extremely important.

New development in the Historic Area shall comply with the following landscape guidelines and the City of Oceanside's Zoning Code.

Landscaped Area Ratio

A minimum of one 15 gallon size tree (25 feet in height or more at maturity) for every 625 square feet of landscaping, and one shrub or vine for every 50 square feet of landscaping are considered necessary.

Irrigation

Provide complete automatic sprinkler or drip irrigation systems for all commercial projects and for all large planting areas.

Maintenance

Keep all plantings healthy and growing with all planting areas free of weeds and debris.

Trees, shrubs and vines

Trees shall be 15-gallon size having a minimum height of eight feet at time of planting. Shrubs shall be a minimum of 1-gallon size at time of planting. The tree shall be adequate in trunk diameter to support the top. Trees, shrubs and vines shall have body and fullness that is typical of the species.

Ground Cover

The ground cover shall be healthy, densely foliated, and well-rooted cuttings, or one-gallon-container plants. Herbaceous and flat plant ground covers shall be planted no more than 18 inches on center and woody shrubs ground cover shall be planted no more than four feet on center.

Spacing

The spacing of trees and shrubs shall be appropriate to the species used. The plant materials shall be spaced so that they do not interfere with the adequate lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Proper spacing shall also insure unobstructed access for vehicles and pedestrians in addition to providing clear vision of the intersections from approaching vehicles.

Plant material shall conform to the following spacing standards:

1. A minimum of 25 feet from the property corner at a street intersection to the center of the first tree or large shrub.
2. A minimum of 15 feet between center of trees and large shrubs to light standards.
3. A minimum of 15 feet between center of trees or large shrubs and fire hydrants.
4. A minimum of 10 feet between center of trees or large shrubs and edge of driveway.

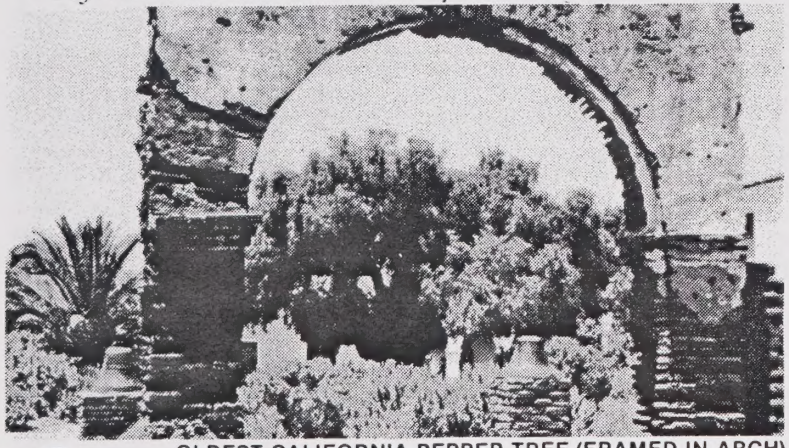
General Guidelines

- Save existing mature trees where possible, especially Pepper Trees (some may be moved and transplanted, i.e. palms, pines, etc.). Approval must be obtained for removal of all trees having a trunk diameter of 10 inches or more measured 48 inches above existing grade.
- Use specimen trees (boxed trees) for immediate effect and accent.
- Give consideration to rapidly growing trees.
- Emphasize use of varieties which require low maintenance and drought tolerant species in public and commercial areas and in large landscape areas.
- Use Boxed and tubbed plants in clay or wood containers, especially for enhancement of sidewalk shops.
- Give preference to ground covers which require little maintenance. "Authentic" flower and vegetable gardens may be developed to add to the historic character.
- Vines and climbing plants integrated upon building and perimeter stucco garden walls are *strongly encouraged*. A few plants to consider for this purpose are: Bougainvillea, grape ivy and wisteria vines.
- Use color plantings at the base of building, in planter boxes and focal points.
- The City should monitor ongoing research for control of Psyllid infestation in California Pepper trees currently being performed by agricultural agencies such as San Diego County Cooperative Extension UCSD to ensure proper maintenance and health of this species.

a. Streetscape Planting Theme

A streetscape planting theme is needed to unify and reinforce the historic setting for the mission. The first California Pepper Tree ever planted in California was planted in the courtyard of the Mission San Luis Rey. It still exists today and will be commemorated throughout the Historic Area as the main street tree. This planting theme will occur within the public street right-of-way of all new commercial developments. The following streets shall be included:

- *Mission Avenue.* California Pepper Trees should be planted in groupings of two to three rather than in orderly rows. These groupings should average one group for every 250 lineal feet of road frontage. This will allow for visual exposure of businesses along the road. Sidewalks and stucco walls will be placed behind the trees.
- *Douglas Drive.* California Pepper Trees should be planted an average of one tree in every 40 lineal feet. However, a regimental planting is not sought; clustering in less formal arrangements is desirable.
- *San Luis Rey Road.* California Pepper Trees should be the predominant street tree planted in a non-uniform random arrangement. Preserve views from Mission Avenue of the Mission by leaving large open vistas in front of the Mission on this road.
- *Rancho Del Oro Way.* California Pepper Trees should be planted in the same arrangement as Mission Avenue so that these two roads have a common landscape theme.
- *North El Camino Road.* Maintain existing plantings.
- *Peyri Drive.* Same as San Luis Rey Road.



OLDEST CALIFORNIA PEPPER TREE (FRAMED IN ARCH)

b. Gateway Treatment

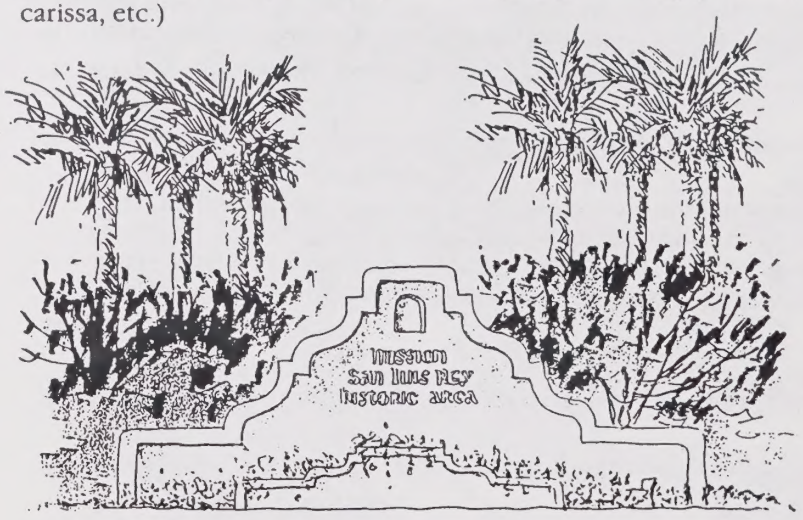
All gateways should utilize plant materials that are characteristic of the dry climate of the area to provide a strong but simple entry identity for the historic area.

Trees. Landscape treatment of gateways should focus on large scale trees in groups to signify entrance into the historic area. (For example, California Pepper Trees, Canary Island Palm or Oaks.)

Shrubs. Colorful contrasting shrubs, especially in association with walls as backdrops, should be used to define the edges of gateways. (For example, bougainvillea, oleander, yucca, etc.)

Vines. Attractive plants should be used against walls and trellises. (For example, pipe stem clematis, pride of California, honeysuckle, wisteria, etc.)

Ground Cover. Colorful, low groundcovers or flowers in broad masses should be used on both sides of the road to unify the ground plane of the gateway. (For example, gazania, agapanthus, carissa, etc.)



c. Special Intersections

Landscape treatment is similar to gateways. However, planting should be denser and more colorful. These intersections need to be understood as arrival points to the historic core.

Trees. Focus on colorful canopy trees such as Coral Trees or Jacaranda.

Shrubs. Such as raphiolepis, pittosporum, etc.

Ground Cover. Such as ophiopogon, cape plumbago, santolina, etc.

d. Historic Core Planting

The historic core planting emphasis should be placed on historical Mexican and early California landscapes and gardens. California and Mexican native plant materials, courtyards and gardens, vines and use of fountains, statuary and wooden containers will be encouraged.

Plant materials should be representative of the species known to have been used about the early habitations, together with more recent materials of like character (see landscape plant material palette).

The patio is encouraged in commercial zones. It is usually paved, and there is no grass in a strictly Spanish patio. Its floor may be left to dirt or imported decomposed granite.

Planting beds will be depressed, rather than raised, to catch the surface water. Red clay or painted pots of flowering plants are encouraged.

The original historic landscape setting for the Mission was one of open agricultural lands. A rural open space character with some cultivated land outside the Mission should be encouraged. An urban, park-like landscape of large ornamental shade trees, formal groupings, and tree lined roads is discouraged as not appropriate to the original rural historic setting.

e. Parking Lot Requirements

The following parking lot guidelines shall be addressed before submitting proposals to the City for permit approvals *(see 3. Circulation, f. Parking as well)*.

- Provide shade trees in large paved and parking areas. One tree per six parking stalls on average.
- All parking areas are to be screened from view of public rights-of-way and adjoining properties where possible with landscaping and/or berm treatments.

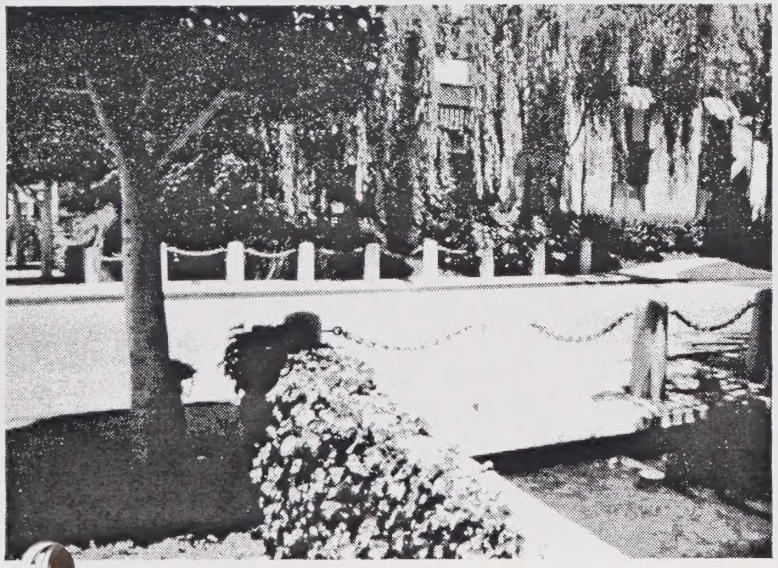
- Parking areas should be located to the rear of structures where possible, with canopy trees to soften the visual impact of broad paved areas and to shade vehicles.
- Dense evergreen shrubs or stucco walls should be used to soften the impact of the rear elevation of buildings and to conceal trash collection areas.
- Maximize shrub use to screen parking, storage areas and utility features.
- Parking bays of greater than 10 parking stalls ina row shall not be allowed without a landscaped break (one stall wide).

f. Street Furniture

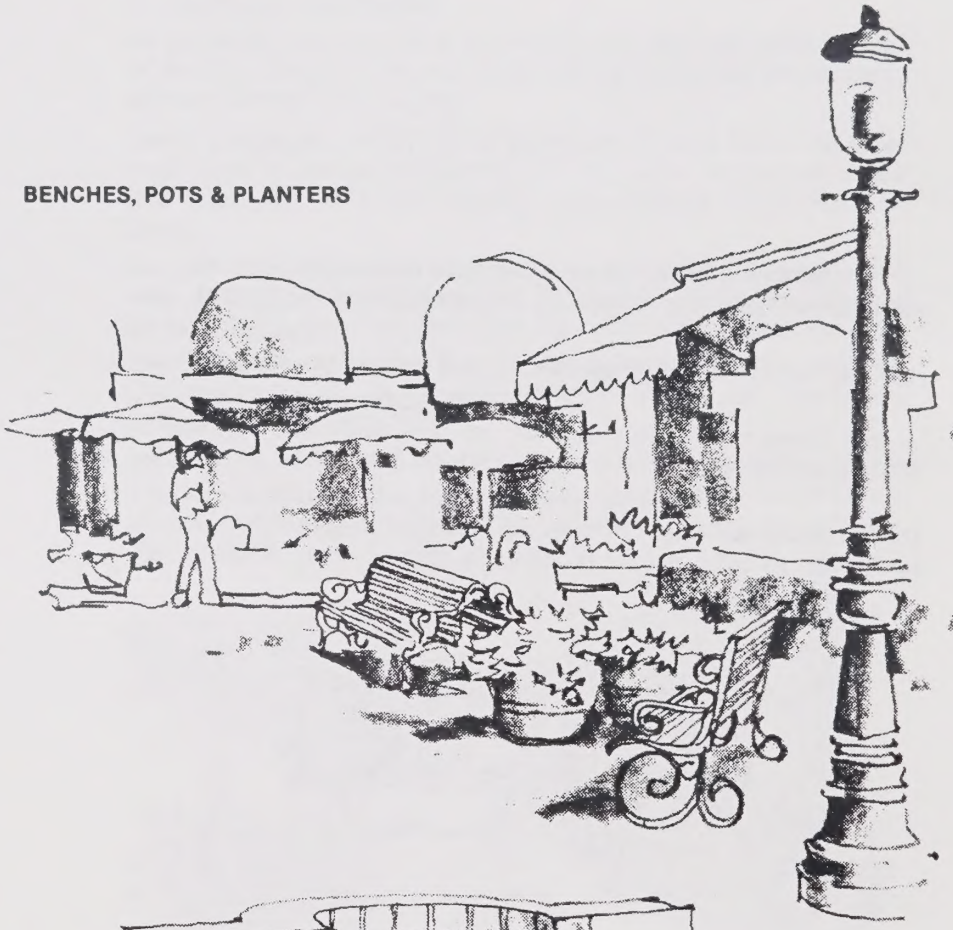
All items of street furniture must be carfeully studied and selected or designed to promote the historic character of the Mission San Luis Rey Historic Area. Some of the items of street furniture to be encouraged within the Historic Area are: benches, bollards, pots and planters, fountains and sculpture, drinking fountains, trash receptacles, telephones, fire hydrants and fire alarm boxes, hitching rails and kiosks.

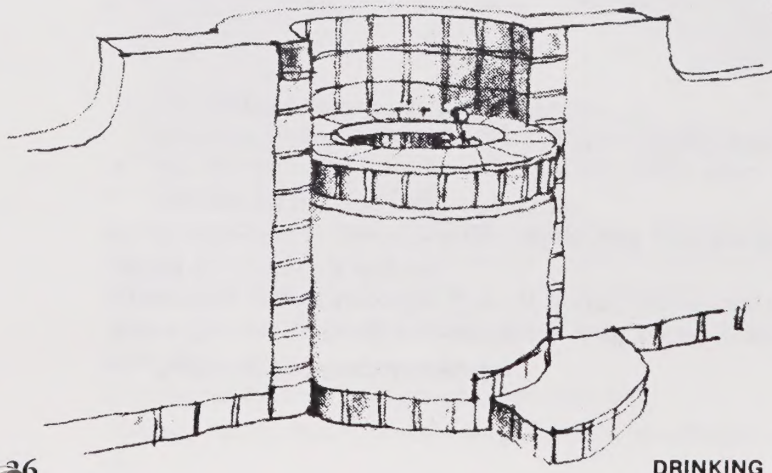
1. *Benches.* Benches may be made of wood, adobe, adobe inset with tile, or wrought iron. Benches should be arranged in groups to promote social contact.
2. *Bollards.* Bollards are small scaled posts used to channel movement or exclude vehicle traffic. They may be wood, stone, concrete and may sometimes be substituted for by large pots. These should be used in moderation.
3. *Pots and Planters.* Flowers and shrubs planted in pots and containers are encouraged especially in commercial areas. Permitted materials include unglazed clay, wood, tile, stone, and concrete. Plastic containers are prohibited.
4. *Drinking Fountains.* Are encouraged along pedestrian walkways, especially in the Historic Core. Wood, tile, clay, stone or concrete are permitted. Shiny metal or plastic drinking fountains are prohibited.

BOLLARD



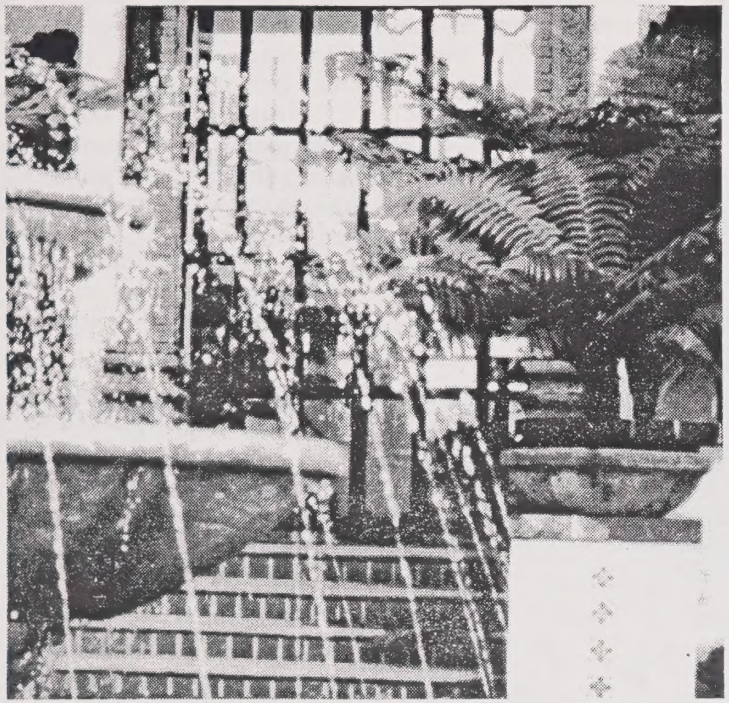
BENCHES, POTS & PLANTERS

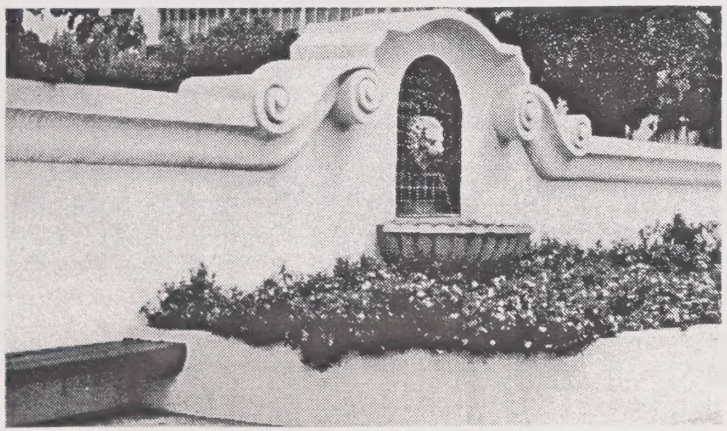




DRINKING FOUNTAIN

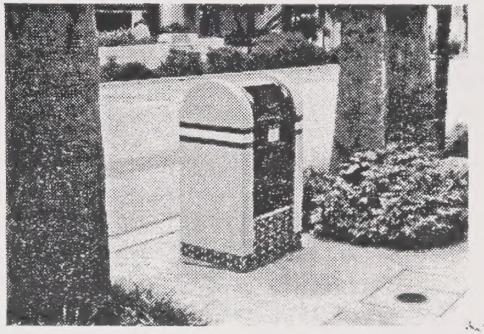
5. *Fountains and Sculpture.* Are encouraged in courtyards, plazas, gardens, and gateways and special intersections. Glazed tiles were frequently used for both interior lining and exterior surfacing of fountains. Water movement in fountains should be bubbling or small jets as if gravity driven. Sculpture should be limited, carefully chosen and placed to be seen outside.



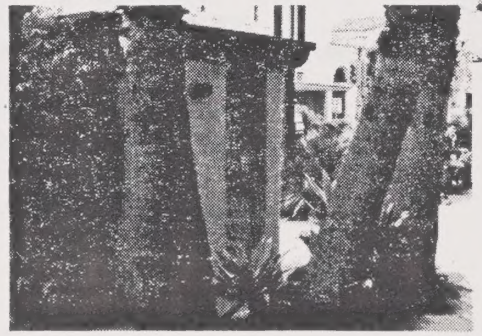


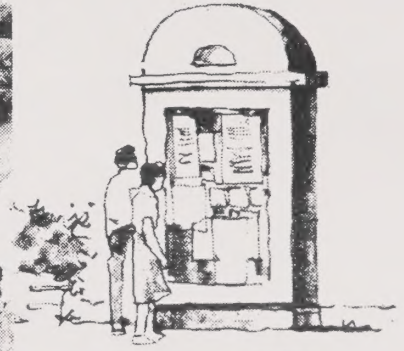
6. *Trash Receptacles.* Should be available near major path intersections, benches, restrooms, eating establishments and other public gathering areas. They must fit with the Mission Revival style of the historic area and may not be plastic, or shiny metal. The use of historically appropriate containers such as wood barrels or large clay vessels is encouraged.
7. *Telephones.* Should be disguised in the historic core so they do not conflict with the historic character of the area. Typically, they should be integrated with the other street furniture by enclosing them in wood or clay materials. Glass or metal enclosures prohibited.
8. *Hitching Rails.* Wooden hitching rails or posts in front of commercial or public facilities are encouraged.
9. *Kiosks.* These small pavillion structures should be limited and carefully sited. They should be designed as shown below or incorporated as part of a market environment with wood posts and canvas top to shelter and hide telephone booths, information booths, etc.

MAILBOX



TELEPHONE





KIOSK

g. Landscape Plant Material Palette

The following list of plants should be utilized in selecting plant material for landscaping the historic area. Other species may be used subject to the approval of the City of Oceanside.

Trees

Schinus molle/California Pepper
Jacaranda acutifolia/Jacaranda
Eucalyptus citriodora/Eucalyptus
Erythrina coralliodes/Coral Tree
Phoenix canariensis/Canary Island Palm
Quercus agrifolia/Coast Live Oak
Brachychiton acerifolius/Bottle Tree

Shrubs

Raphiolepis indica/Indian Hawthorn
Xylosma congestum/Shiney Xylosma
Nerium Oleander/Oleander
Pittosporum tobira varigata/Mock Orange
Yucca/Yucca
Ceanothus/California Lilac
Heteromeles arbutfolia/Toyon

Vines

Bougainvillea spp./Bougainvillea
Solanum rantonnetii/Potato Vine
Wisteria chinensis/Chinese Wisteria
Cissus rhombifolia/Grape Ivy
Solandra guttata/Cup of Gold Vine
Clematis spp./Pipe-stem of Clematis
Lathyrus splendens/Pride of California
Lonicera spp./Honeysuckle

Ground Covers

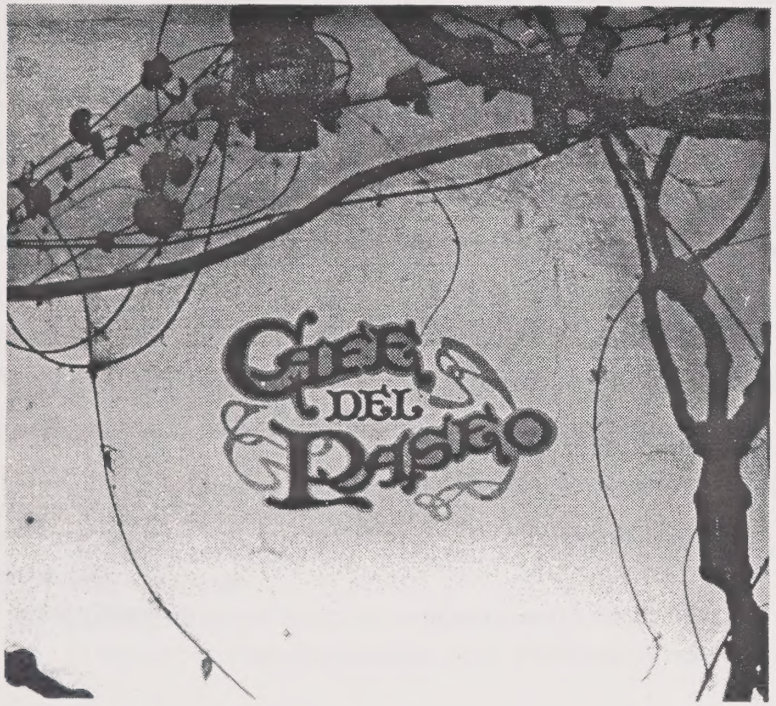
Hedera helix/English Ivy
Rosmarinus officinalis/Rosemary
Gazania spp/Gazania
Ophiopogon japonicum/Lily Turf
Trachelospermum jasminoides/Star Jasmine
Campanula/Bell Flower
Potentilla/Cinquefoil
Vinca/Periwinkle
Plumbago capensis/Cape Plumbago
Santolina virens/Green Cotton Lavender
Carissa spp./Natal Plum
Agapanthus africanus/Agapanthus
Agave spp/Agave
Arctostaphylos spp./Manzanita

5. Sign Guidelines

Signs in the Historic Area should advertise a place of business or provide directions and information. Signs shall be architecturally attractive and contribute to the retention or restoration of the historic character of the area. Signs should not compete with each other or dominate the setting via inconsistent height, size, shape, number, color, lighting or movement.

An effective signing and graphics system functions not as a separate entity but as an integral part of the built environment. Carefully planned signs communicate essential information, while also ordering and enhancing the architectural environment.

The City has ordinances to help control the size and clutter of storefront signs, but code restrictions may not be enough. Design criteria are needed to encourage and coordinate well-designed signing. The following sign guidelines are also intended to assure the merchant that all other establishments are similarly regulated in the Historic Area. A comprehensive sign package shall be required for all development within the Historic Area to insure compliance with these guidelines.



a. Sign Purpose Definitions

1. On-site Advertising Sign or Identification Signs

A sign advertising the business, accommodations, services or activities provided on the premises on which the sign is located. On-site signs do not include outdoor advertising signs.

2. Off-site Advertising, Real Estate or Subdivision Signs

Any sign that describes or advertises products, accommodations, services or activities not provided on the premises on which it is located.

3. Directional Sign

Any sign that primarily points the way or identifies any particular feature (private or public) in the Historic Area, provided it contains no commercial or advertising matter.

4. Historic Sign

Any sign used to recreate a replica or restore a historic structure related to the Mission San Luis Rey, All Saints Church or Heritage Park. Documentary evidence of such a sign must be presented to OHPAC.

5. Historic Marker

Signs or markers approved by the City, State or Federal Government to be located on historic sites, points, or structures, or describe directions to such from prominent visible locations within the public right-of-ways.

b. Sign Types

Canopy Sign

A sign affixed to a roof overhang, or projecting canopy over a sidewalk or walkway, and carried by a frame.

Pole Sign

A freestanding sign—not exceeding 12 feet in height—supported by one or more uprights placed in or upon the ground which are not part of, or attached to, a building.

Projecting Sign

Any sign which is attached to a building or arcade or suspended or hung from an ornamental framework so that the sign face is perpendicular (30 degrees or greater) to the building face.

Wall Sign

A sign not exceeding four (4) feet in height securely affixed to a wall and projecting no more than 6 inches from and parallel to the face of such of the wall. A wall sign shall not project beyond the edge of the building face nor above the highest line of the building to which it is attached. The length of the sign may be up to 80% of the building frontage, and shall not exceed 20% of the building frontage wall.

Window Sign

Signs painted or permanently affixed on an interior translucent surface, including windows and doors, such coverage not to exceed 10% of the area visible from any one point of the building. Exterior window signs are prohibited.

Monument Sign

A sign used for identification purposes not to exceed six feet in height (except Entry Monuments which may be twelve feet *(see Sketch under 3c. Special Intersections)*), and supported by a base not exceeding 25% of sign area.

Temporary Signs

Any sign, balloon, streamer, banner, flag, or advertising display constructed of cloth, canvas, paper, cardboard, light fabric or other light material, without frames, intended to be displayed for a limited time period only. This period shall not exceed thirty consecutive days for any one special event.

c. *General Regulations*

1. All signs shall be reviewed by OHPAC and only approved when such signs conform to the sign controls of the Mission San Luis Rey Historic Area.
2. No signs shall project over the public right-of-way, except as noted herein.
3. Application for a sign permit shall be accompanied by sketches and drawings to scale and dimensions showing details of construction, and shall delineate the size, shape, design, material, coloring, lettering, lighting and position in relationship to the building form or place where it will be displayed. Scaled sketches of existing signs on the premises, including signs for which valid permits exist, whether or not such signs are in existence, shall accompany the application.
4. Colors shall be consistent with the period of the building or site. No luminous paints or plastics shall be permitted.
5. The typeface used on all signs shall be consistent with the mission period. Acceptable type styles include the following (unless associated with Heritage Park or Ivey Ranch Park which are not subject to these type styles):

   Libra
   Solemnis
   Friar
   American Uncial
   Goudy Medieval
   Garamond
   Alternate Gothic

6. Signs may be lighted; however, no light that flashes or blinks or effects changes in hue or intensity of illumination is permitted. Illumination sources for the sign shall be hidden from view.
7. The following materials *are* acceptable for sign face, supports or standards:
   a. Rough sawn wood and/or wrought iron with painted backgrounds and lettering.
   b. Smooth wood with painted background and lettering.
   c. Wood cutouts, carved out letters, or wrought iron silhouettes on any of the above.
   d. Signs directly painted on a building. (This will be defined as a wall sign.)
   e. Ceramic tiles of letters or symbols inset in adobe or wood.
   f. Wood or stucco finished sign posts are recommended.

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GOUDY MEDIEVAL

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8. The following materials are *not* acceptable:
   a. Contemporary finishes such as plastics, fiberglass, porcelain enamel, aluminum and stainless steel.
   b. Sheet metal.
   c. Bright glossy enamel, fluorescent paint or reflective surfaces.
   d. Exposed metal supports in extruded, rolled or tubular sections.
9. Public signs shall be limited to those absolutely necessary for:
   a. Good traffic flow
   b. Safety
   c. Historic or public information
10. It shall be the responsibility of the owner of the land and/or improvements to remove any sign abandoned or not in use for a period of ninety (90) days.

d. Sign Guidelines

1. On-site Advertising or Identification Signs

a. One wall sign is permitted on the face of each establishment.

b. A sign on the front or primary face of an establishment shall not exceed one square foot for each linear foot of frontage. Signs over 16 square feet are discouraged.

c. No freestanding or roof top canopy signs shall be permitted, unless the establishments are located within an arcade, court or similar structure not on a public right of way. If this is the case they may collectively place a single free standing sign at the entrance to said arcade or court to identify the establishments within. Maximum height of such sign shall not exceed four feet above average adjacent grade. Each establishment shall have a maximum of 1.5 square feet for identification.

d. Signs on the side or rear wall of an establishment shall not exceed one-half square foot for each linear foot of street or dedicated walkway frontage along those walls. Signs exceeding 12 square feet are discouraged.

e. One perpendicular (30 degree or greater) projecting sign not to exceed six (6) square feet will be permitted on the front of primary face of each establishment, provided that the sign is designed as a graphic representation of the establishment's goods or services, such as a boot advertising a shoe store.

f. Standard copyrighted signs offering information on incidental services or recommendations, e.g. AAA, Visa, Carte Blanche, etc. shall not be visible from the public right of way.

2. Off-site Advertising, Real Estate, or Subdivision Signs

a. One intersection pole sign structure will be permitted along a major street provided it is located within 1,320 feet of a major intersection where information requiring a change of direction is required. Signs shall have white background with dark blue letters.

Sign structure shall consist of a minimum of four panels and a maximum of six panels. Location subject to OHPAC approval. See Exhibit for dimensions.

b. Two neighborhood identification wall, monument, or pole signs are permitted per major entrance to a development, provided there is a minimum of 25 dwelling units. Sign copy shall be limited to the name and address of the development. The sign area shall not exceed 40 square feet total. A minimum distance of 50 feet must be maintained between signs.

c. There shall be *no* off-site advertising, real estate or subdivision signs permitted within the Historic Area.

3. Directional Signs

a. On-site Signs

1) Directional signs are permitted on the faces of buildings or structures provided that such signs shall not be placed higher than eight (8) feet above the immediately adjacent ground level or above the eave line whichever is the lesser.

2) Multi-user directional signs are permitted to locate on a separate free-standing pole structure provided that the structure and/or sign affixed to same does not exceed six (6) feet in height.

Single use directional signs shall be no more than three feet high and three square feet. The signs shall be permanently placed on-site.

3) Maximum size for a single sign or panel shall be that which is necessary to convey the necessary information, not to exceed a maximum of four (4) square feet.

4) Total number of signs to be used for this purpose shall not exceed four (4) per establishment and shall be combined when possible.

5) Residence and establishment name signs, occupants name plates and address numbers are those signs which, by their nature and wording, or lettering identify and locate either the house, establishment, or its occupant, or both. Such signs may include pictorial and decorative designs as well as words and numbers, and may be in any shape or form, but shall not exceed one (1) square foot in area.

b. Off-site Signs

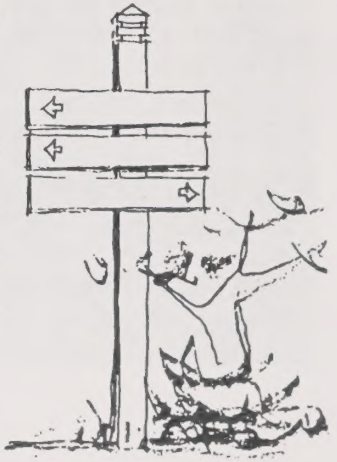
1) Off-site directional signs are limited to the following:

- Location markers or directory maps
- Service signs
- Historic core entrance markers
- Street signs
- Traffic safety signs

a) Location markers are permitted as ground signs which illustrate the historic core layout and list and locate the establishments therein. The sign area shall not exceed four feet in height or width. They shall have a terra cotta red background with white letters or graphics. The location and number of these markers shall be determined by OHPAC.

b) Service signs shall only provide general public information to direct the way to such public places or facilities as information centers, historic places or structures, food, restrooms, telephones, emergency stations, plazas, village commercial area, etc.

Service signs shall be permitted as wall or ground signs and shall be limited in number and location. These signs may be combined and consist of a minimum of one panel and a maximum of four panels. The maximum height of a sign structure with panels shall be eight feet, with a maximum width of four feet. These signs shall have a terra cotta red background with white letters.



c) Historic Core entrance markers shall be provided at significant historic core boundary points such as special intersections. These signs shall not exceed three feet in width or height. They shall have a terra cotta red background with white letters of American Uncial style.

d) Street signs shall convey the name of the street only, and comply with the guidelines herein. Standards or poles shall convey the unique historic character of the area.

e) Traffic safety signs shall be subject to the standards of City, State and Federal highways and shall be approved by OHPAC. Traffic sign standards shall be designed to convey the unique character of the historic area. They shall be inset in stucco finished materials.

4. Historic Signs

All requests for signs in excess of sixteen (16) square feet shall be accompanied by documentary evidence that signs of such size and advertising existed in the area during the early years that the mission was in operation. Signs must conform in size, shape, design, material, coloring, lighting and location to the period before the Civil War, unless associated with Heritage Park which is not subject to this criteria.

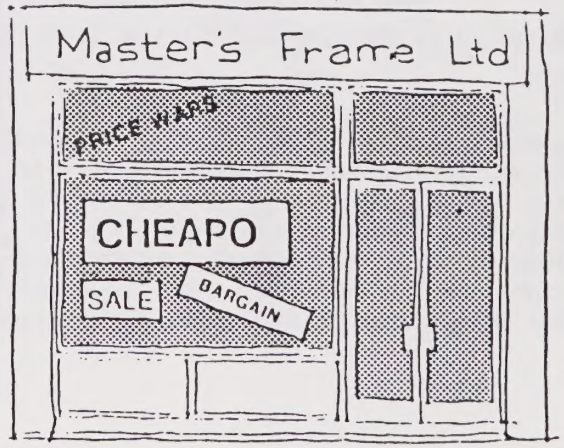
5. Historic Markers

Are subject to review and approval of locations and number by OHPAC.

e. Prohibited Signs

- Signs constituting a potential traffic hazard or which simulates or imitates in size, color, lettering or design any traffic sign or signal.
- Signs on public property (street, median island, parkway, sidewalks, traffic control sign posts, utility poles, parkland, trees, etc.)
- *Animated or moving signs.* Signs consisting of any moving, swinging, rotating, flashing, blinking or otherwise animated.
- *Off-premise signs.* Any sign, other than a simple directional sign, installed for the purpose of advertising a project, development, event, person or subject not related to the premises upon which sign is located.
- *Vehicle signs.* Signs on or affixed to trucks, vans, automobiles, trailers or other vehicles which advertise or provide direction to a use or activity not related to its lawful making of deliveries or sales of merchandise or rendering of service from such vehicles.
- *Portable signs.* A freestanding sign not permanently affixed, anchored, or secured to the ground or a structure on the lot it occupies, including tailored signs.
- *Roof signs.* Any sign erected, constructed and maintained upon or over the roof of any building, unless it is a projecting canopy sign or sign tied in architecturally to the framework of roof.
- *Other prohibited signs.* Advertising signs and billboards, inflatable signs or balloons, inflatable animals, magnetic signs, unless otherwise specified in these guidelines.

AVOID THIS



6. Lighting Guidelines

Light quality must be geared to the specific use of the area. A historic area requires a warm, simple lighting geared to its distinctive character. The lighting must be more human in scale, closer spaced and lower than is usually found in other areas. Each light must also be attractive to look at during the day when the pole, base and light add another dimension to the urban scene.

a. Building Exterior Lighting

The exterior lighting of public use buildings is intended to give full time visual appreciation and to attract attention to these buildings during the night hours as well as during daylight hours. The lighting of these buildings is often a subtle and dignified, yet highly effective, form of advertising.

Lighting is part of the architecture vocabulary and as such can be utilized to help create and dramatize a nighttime image of a structure, sculpture, or garden thereby extending the hours of their usefulness. Public buildings, churches, and monuments are generally lighted as an expression of civic pride.

b. Street Lighting

Streets and intersections should be well lighted. The maximum height, with the exception of safety lights at intersections, should be approximately 20 feet. Intersection might have increased wattage for definition and to alleviate automobile/pedestrian conflicts. The effect would be one of varying-size pools of light. Either gas or electric lights would be suitable.

c. Parking Areas

Parking areas should be well lighted with numerous small fixtures or lights from hidden sources. In order to promote a pedestrian environment, the elevation of lighting standards in parking areas or its periphery shall not exceed 20 feet in height.

d. Walkway, Trail and Path Lighting

Low "pedestrian" level lighting is recommended along walkways, trails and paths. Bollard lighting (3' high) is recommended along sidewalks.

The lamp elements should not become an important sculptural element on the landscape. Fixtures should be uniform and unobtrusive. Modern metal and plastic styles are not permitted.

e. Guidelines

The guidelines with respect to illumination are as follows:

- The public sidewalks, places and alleys, exteriors, roofs, outer walls and fences of buildings and other constructions and signs visible from any public street, place or position in the Historic Core shall not be illuminated by any other illumination except as permitted herein.
- Building or roof outline tube lighting shall not be acceptable.
- Use of luminescent or reflective wall surfaces shall not be acceptable.
- Building or wall lighting shall be indirect. A limited number of lights may be used to create shadow, relief or outline effects when such lighting is concealed or indirect.
- Concealed light sources are recommended.
- It is encouraged that interior building lighting shall be left on at night to enhance pedestrian activity on the street.
- The lighting system shall be architecturally compatible with the surrounding building and express the unique historic character of the area. Do not use neon, mercury vapor, exposed fluorescent, or exposed high intensity lights.
- Building and landscape accent uplighting is permitted. However, this should not compete with the importance of the Mission.

f. Illumination Levels

To serve as a design and calculation guide, acceptable illumination levels for building exterior lighting are given in the table below. These should be considered as acceptable levels. Because of the decorative and advertising nature of building lighting, variation from these levels is to be expected depending on the type of building, its location, and the ultimate purpose for floodlighting.

Illumination Levels for Building Exterior Lighting

Surface Material	*Reflectance (percent)*	*Bright Acceptable Level (footcandles)*	*Dark Acceptable Level (footcandles)*
Light marble, white or cream terra cotta, white plaster	70–85	15	5
Concrete, tinted stucco, light gray and buff face brick	45–70	20	10
Medium gray limestone, common tan brick, sandstone	20–45	30	15
Common red brick, brownstone stained wood shingles, dark gray brick	10–20	50	20

Probably the most important single rule that should be followed in decorative as well as functional type lighting installations is to conceal the light source. (Discussion and Table taken from Section 17 of the *Illuminating Engineering Society Handbook*.)

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